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FOUNDED 1881 六拜禮 號三十月八英港香 SATURDAY, AUGUST 13, 1932. 日二十月七 330.00 PER ANNUM SINGLE COPY 10 CENTS "South China Morning Post Bldg." Tel. 24554.

SILVER REMONETISATION PLAN JETTISONED

EMPIRE FINANCE REPORT

ORTHODOXY PREVAILS AT OTTAWA PARLEY

HOPES OF AN END TO DEFLATION

HINTS OF MODIFICATIONS OF THE LONG-SUP-
PORTED DEFLATIONIST POLICY, "WITHIN THE LIMITS
OF SOUND FINANCE."

RESTORATION OF AN INTERNATIONAL MONETARY
STANDARD, IN THE ABSENCE OF WHICH STABILITY OF
STERLING-STANDARD CURRENCIES SHALL BE CON-
CENTRATED UPON.

RECOGNITION OF THE FACT THAT MONETARY
PROBLEMS HAVE STEPPED ACROSS NATIONAL BOUND-
ARIES.

These are the main features of an important report issued by
the Monetary Commission at the Imperial Economic Conference
at Ottawa. No recommendations are made. The Empire pro-
poses to await the coming world conference.

DEMAND FOR WORLD CO-OPERATION

London, Aug. 12. A worldwide rise in the general
level of wholesale prices is most
desirable, declares a statement on
the monetary and financial ques-
tion, issued by the Imperial Con-
ference at Ottawa.

The evil of falling prices must,
says the statement, be attacked by
Government and individual action
in all its causes, political,
economic, financial and monetary.

The Governments represented
at the Conference are convinced
that international action is urgent
in its widest aspect, and
desire to co-operate with other
nations in any practicable mea-
sures for raising wholesale prices.

BRITISH ATTITUDE

The Conference welcomes the
statement of the Chancellor of the
Exchequer, Mr. Neville Chamber-
lain, expressing the desire of His
Majesty's Government to see
wholesale prices rise, and declar-
ing that "the best condition
therefor will be a rise in gold
prices," adding that "the absence
of a rise in gold prices inevitably
limits what can be done for
sterling."

Mr. Chamberlain's statement
proceeds that "a rise in prices
cannot be effected by monetary
action, since various other factors
which have combined to bring
about the present depression must
also be modified or removed, but
His Majesty's Government re-
cognises that an ample supply of
short-term money at low rates may
have a valuable influence, and is
confident that the efforts which
have successfully brought about
the present favourable monetary
conditions can and will be con-
tinued."

LOW INTEREST RATES.

The Conference recommends the
other Commonwealth countries re-
presented at Ottawa to act in con-
formity with the policy outlined by
the Chancellor of the Exchequer, as
far as lies in their power.

In the monetary sphere, the
primary line of action towards a
rise in prices should be the crea-
tion and maintenance, within the
limits of sound finance, of condi-
tions which will assist in the revival
and enterprise of trade, including
low rates of interest and an abun-
dant supply of short-term money.

INTERNATIONAL STANDARD.

Referring to the importance to
trade of stability of exchange rates
over the widest area possible, the
statement says complete solution
must await the restoration of con-
ditions for the satisfactory working
of an international standard.

Meanwhile, the Conference has
considered the possibility of

GERMANY TURNS TO PRUDERY

WAR AGAINST THE CULT OF NUDE

SUDDEN DRASTIC DECREES

Berlin, Aug. 12.
The cult of the nude,
which has been so popular in
Germany for many years, is
to be ruthlessly suppressed,
in Prussia at all events.

The decision has taken the
public completely by surprise.
Naktkultur has come to be an ac-
cepted thing in all walks of life
and the movement has been
duplicated in numerous countries
on the German model.

The first intimation of an
official change of attitude to-
wards the movement came to-day
in the form of the promulgation
of drastic decrees against the
cult of the nude.

They were issued to-night by
the Deputy Commissioner of
Prussia, practically the Dicta-
tor with Herr von Papen
actively engaged in the politics of
the Reich, and they forbid not only
stage spectacles with naked women
and gymnastic displays by
naked persons of both sexes, but
also bathing without proper
costumes.

The decrees also forbid bath-
ers to visit restaurants in scanty bat-
hing costumes.—Reuter.

LUCKLESS WORCESTER

TOP SCORERS BUT NO VICTORY

YORKSHIRE NEED TO BAT ONCE ONLY

The greatest total in the heat
wave accompaniment of high
cricket scores was put up by
Worcester, reposing at the foot
of the championship table.
They compiled 502 runs for 9
wickets and declared but failed
to force a win in a match which
produced an average of over
fifty runs per wicket.

Yorkshire won by an innings—
as usual, might almost be added—
and maintain their lead over Sus-
sex. Sutcliffe compiled 194.
Howes took 9 wickets for 121 in
Essex's first innings which pro-
duced 325 runs. Nichols and
Taylor registering centuries.

Over a thousand runs were
scored at Cheltenham where
Gloucester beat Lancashire and
Hammond and Paynter were in
brilliant form.

Middlesex hit up 442 and com-
pelled Derby to follow on at
Lord's, but Townsend, the Derby
bowler, in the second innings dis-
covered batting form and obtain-
ing 156 not out, eliminated the
peril of defeat. Full details on
Page Eight.

POPULARITY OF AIR TRAVEL

2,000 LEAVE CROYDON WEEKLY

London, Aug. 12.
The extremely rapid growth of
air travel is shown by the fact that
whereas thirteen years ago only
twenty passengers left Croydon in
an average week, now 2,000 leave
that airport weekly.

This hundredfold increase pro-
mises to be rapidly exceeded, for in
the first six months of this year
the Imperial Airways carried 30,000
passengers from Croydon
alone, as many as the total carried
during the whole of last year.
It is now possible to book by air
from Croydon for 180 continental
ports.



Mr. Franklin Roosevelt, Demo-
cratic nominee for the Presidency,
whose job it is to judge Mayor
Walker. An injunction would save
him from an awkward predicament.

SHANGHAI TERRORISM

ANTI-JAPANESE ACTIVITIES

(Telegraph Special.)

Shanghai, Aug. 13.
The activity of the anti-
Japanese terrorist societies con-
tinues unchecked—the secrets of
their organisations being ex-
ceedingly well concealed.

Yesterday, a new organisation
calling itself "The Skull Corps
for the Punishment of Traitors,"
delivered a bomb in a parcel to a
Chinese factory in the French
Concession which was charged
with dealing in Japanese goods.
The bomb did not explode.

CHAMBER'S DENIAL.

The Chinese Chamber of Com-
merce denies that it is behind the
activities of either the "The Skull
Corps" or the "Bloody Group for the Extermination
of Traitors," organisation.
One of the members of the
"Bloody Group" has been arrested
and charged with attempted murder.

In the meantime, the Shanghai
Chinese vernacular papers are
keeping up their campaign against
Japan, urging their readers to
examine the Customs returns
"which show that the rise in
Japanese imports is as rapid as
the thermometer in a hot sun."

"Millions of dollars are going
to the enemy enabling him to turn
out ammunition to kill us."—
Reuter.

YOUNG CHANG ADAMANT

TANG YU-LIN MAY ALSO RESIGN

Peking, Aug. 13.
Marshal Chang Hsueh-liang
remains adamant in his decision
to resign and it is understood that
Chiang Kai-shek will settle his
succession by the appointment of
a committee instead of an in-
dividual to take over the military
command of North China.
It is reported that Tang Yu-lin,
the Governor of Jehol, is also
intending to resign.—Reuter.

TRAGIC DEATH OF PLAYWRIGHT

KILLED IN MOTOR SMASH

London, Aug. 12.
Mr. Ronald Mackenzie Young,
the author, whose first play,
"Musical Chairs," is running suc-
cessfully at the Criterion Theatre,
London, was killed to-day in a

NEW YORK'S GRAFT SCANDAL

COURT ORDER AGAINST MR. ROOSEVELT

WALKER TO FIGHT

(SPECIAL TO "TELEGRAPH")

New York, Aug. 12.

THE GREATEST POLITICAL DRAMA in the
modern history of the United States—the grave
accusations of corruption against the Hon. J. J. Walker,
Mayor of New York City, and the responsibility thrust
upon Mr. Franklin Roosevelt, Democratic nominee for
the Presidency, at present Governor of New York State,
of deciding what action shall be taken—took a new and
unexpected turn to-day.

The forces of Mayor Walker have obtained from
the Supreme Court an order requiring the Governor,
Mr. Franklin Roosevelt, to show cause why he should
not be restrained from passing judgment in the case.

This is the first step to obtain a legal injunction to
prevent Roosevelt from taking action.

JUDGE SEABURY'S GRAVE CHARGES

Mr. Walker recently filed an
answer with the Governor, cat-
egorically denying all charges and
inferences, and alleged he was
being made a political goat.

The struggle between the
governor and the mayor is being
watched with interest throughout
the country because of the
political significance.

DOUBLY EMBARRASSING.

If the Democratic candidate
decides to remove Walker, it will
be interpreted by opponents as a
grandstand play designed to catch
votes throughout the country,
whereas if he does not act in the
case they are expected to make
the most of the chance to say that
Roosevelt is afraid to act because
of the fear of alienating Tammany
support.

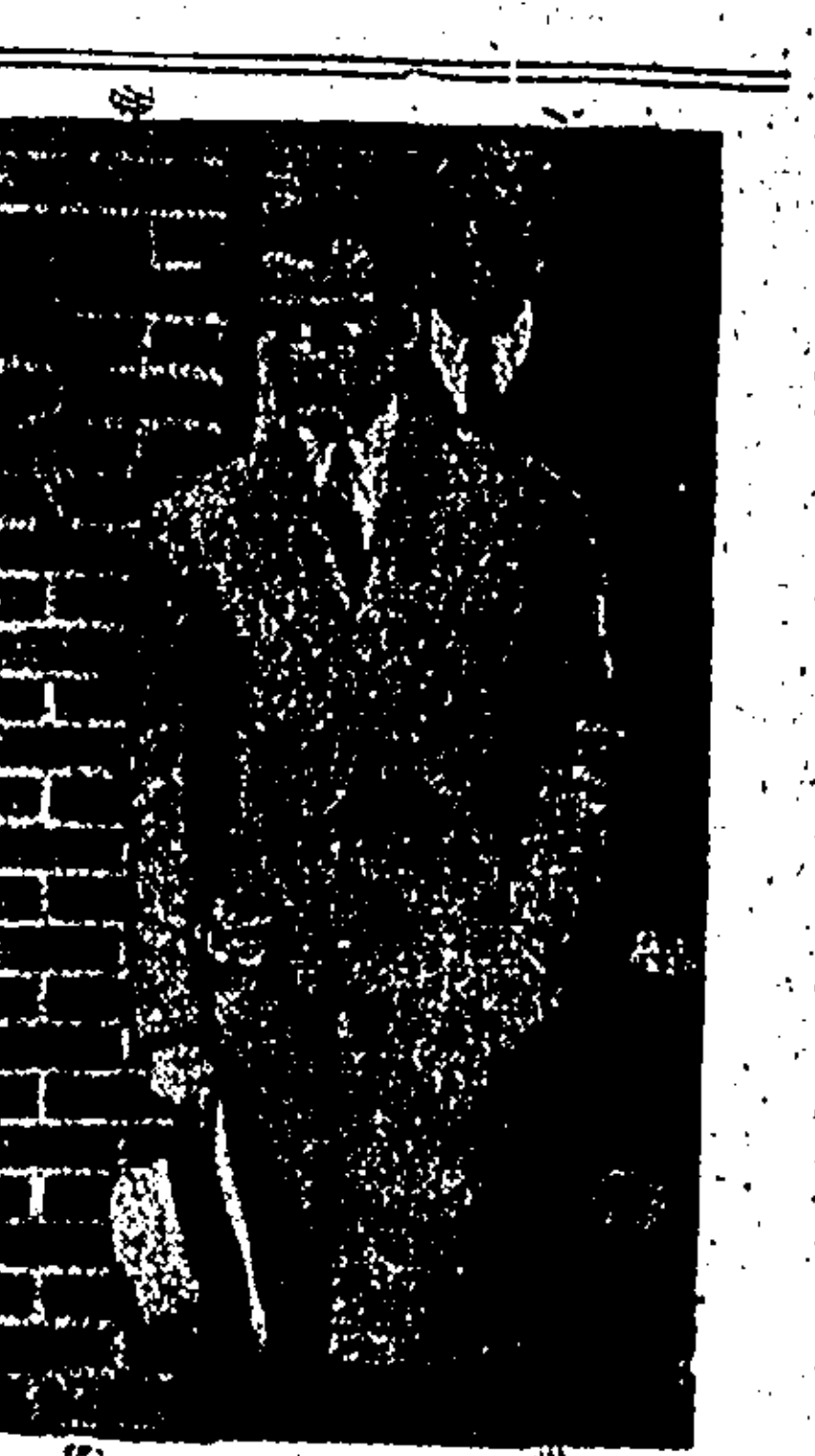
Obviously, the case cannot but
be embarrassing to the Demo-
cratic candidate.
If he removes Walker he will
alienate Tammany, if he declines
to do so he will court disfavor in
the West because of his warmth to-
wards Tammany, and if he does
not act at all he will face ac-
cusations of vacillation.

POLITICAL TOOL.

Friends of Roosevelt charge
that the Seabury commission, a
creation of a Republican legisla-
ture, was a political tool and has
been used as such in the filing
of charges just as the election
campaign started. The injunction
is a way out, but political enemies
will not fail to allege Roosevelt's
complicity in the legal steps in
order to avoid making a decision.

UNFIT FOR OFFICE.

The charges against Mayor
Walker are embodied in a 600-
word transcript of testimony and
20-page analysis of the evidence in
the Walker case, drawn up by



Mayor "Jimmy" Walker,
charged with malfeasance in
office by Judge Seabury.

THE INEVITABLE LANDSLIDE

BREAK ON N.Y. EXCHANGE

HEAVY FALL IN STOCKS

New York, Aug. 12.

The Stock Exchange had
its long-expected shake-out
to-day. Shares fell pre-
cipitately towards the close
of the day's trading, a tor-
rent of selling occurring in
the last hour.

The crash brought down many
of the leading issues from one to
five points and a few fell from
six to twelve points.

Uneasiness showed itself on the
market from the beginning. The
feature of the early trading was
the firmness of the alcohol issues,
presumably owing to President
Hoover's declaration that he is
in favour of State Option.

In other counters, buyers were
cautious and very little business
was done. The trading avalanche
did not commence until the last
hour when thousands and thou-
sands of shares were thrown upon
the market and brought about the
landslide.

Before the Exchange closed, the
day's turnover over shares had
exceeded three and a half millions.
—Reuter.

CONVERSION PLAN SUCCESS

MODEL FOR OTHER COUNTRIES

London, Aug. 12.

A Treasury announcement as to
the progress which War Loan con-
version operation achieved up to
the end of the bonus month is ex-
pected early next week.

Much progress has now been
made with the great volume of
mail received in the last few days
of July and for some days after-
wards. The delayed post, consist-
ing mainly of letters from holders
abroad, was unexpectedly large.

There are indications that before
July 31st £1,700,000,000 of five per
cent. war stock was to be sold to
3½% stock and that the total ap-
proximate amount will show a con-
siderably higher figure. The total
amount of War Loan outstanding
was £2,078,000,000.

City circles do not doubt that
the Treasury will be able to an-
nounce a very great success and
anticipate that, apart from the
benefits it will confer on the home
financial situation, the operation

HARBIN FLOOD CATASTROPHE HOUSE COLLAPSE VICTIMS: CHOLERA AND TYPHOID MENACES

Harbin, Aug. 13.

The Sungari floods are still
rising. The entire suburb of
Pristan is now flooded and many
houses are collapsing.
Many of these houses are
occupied by people who declined
to leave and took refuge in the
fact that all the walls in Pristan
were contaminated and in danger

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**CONTRACT
BRIDGE**

By W. E. McKenney.

In our previous article we discussed Trump Support. To-day we take up the Supporting Hand Valuations which are so arranged that they will complement and balance the values given in the original hand.

These valuations are the methods by which you can appraise the number of Probable Tricks in support of partner's bid. They should be memorized.

1. Count the tricks in partner's hand as follows:

J-10-x	P.T.
4-card suit 1	1/2
Suit of 5 or more cards	1
A, K, or Q of partner's suit, each	1

2. Count the High-Card Tricks in other suits, according to the table of High-Card Tricks for the opening hand, with these exceptions:

H.C.T.	This is just 1/2
A-Q-J	2 1/2
K-Q-x	1 1/2
K-J-10	1 1/2
K-J-x	1

When these combinations are held in the supporting hand, they are valued at one-half (1/2) Probable Trick in excess of the same combinations when held by the original bidder. This is due to the fact that finesses can be taken in any of these combinations, provided original bidder is assured of entry cards in his partner's hand. They thereby have additional promotional value.

2. Count ruffing ability as follows:

With Three Cards of the Bid Suit—

A void suit	P.T.
A singleton	2
A doubleton	1 1/2

With four or more of the bid suit, add 1/2 trick to each of the above. IMPORTANT: The valuation of tricks in the bid suit, including tricks allowed for ruffing, must never exceed the total number of cards in the bid suit.

To assist an opening suit bid of one, count the Probable Tricks in the hand by adding the High-Card Tricks, Low-Card Tricks, and Ruffing values, having the required support for the bid suit, as follows:

With 3 Probable Tricks (2 1/2 if all H.C.T.)	1 raise
With 4 Probable Tricks	2 raises
With 5 Probable Tricks	3 raises
With 6 Probable Tricks (minor suit only)	4 raises

The first raise may be given with neutral trumps support, should the hand contain no other sound declaration.

In raising an opening bid of one to two, the supporting hand should contain at least one (1) High-Card Trick or there should be at least three and one-half (3 1/2) Probable Tricks in the hand. It is conceded that one (1) Probable Trick will be developed in the play, by Declarer and Dummy, invisible in any method of valuation. This trick may be developed in many ways, probably in one of the following situations:

- An opening lead advantageous to the Declarer;
- A successful single or double finesse;
- The lead of an Ace, promoting the King to a full trick in either hand;
- A long suit may be established in one hand, on which the other may be discarded.

To appraise the hand for an assist of an opening No-Trump Bid of one is essentially simple, because a raise is determined by a definite and fixed total count in the combined partnership hands.

It is an established fact that—
(a) A total count of 22 (using the 4-3-2-1 count) in the two hands usually will produce eight (8) tricks at No Trump.

(b) And a total count of 24, in the two hands, in almost every case will produce nine (9) tricks at No Trump.

To-day at
the
QUEEN'S**THE
CHAMP**Wallace
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Hence the assisting hand is only concerned with the total count in the two hands, and to arrive at such a total, he calculates the count in the original bidder's hand, as indicated by his position at the table, and the count in his own hand. The requirements governing original bids of one No Trump are:

Dealer, 13 Count.
Second Hand, 12 Count.
Third Hand, 14 Count.
Fourth Hand, 15 Count.

Therefore, it follows that in order to raise the bid of one No Trump to two, the partner requires a count to bring the total to 22, remembering what position at the table his partner was when making his original bid.

To jump the opening one No Trump to three No Trump requires a total count of 24 in the two hands, therefore, the assisting hand, to jump from one to three, must contain the following count:

Partner of Dealer, 11 Count.
Partner of Second Hand, 12 Count.
Partner of Third Hand, 10 Count.
Partner of Fourth Hand, 9 Count.

These are the minimums. Important: In counting his hand for an assist, the player should value a five-card suit, headed by an Ace, King or Queen as follows:

A five-card suit headed by 3 top honors, 3 Count.
A five-card suit headed by 2 top honors, 2 Count.
A five-card suit headed by 1 top honour, 1 Count.

This count is in addition to the value of the Ace (4), King (3), and Queen (2).

When a defensive Overcall has been made in a suit and partner contemplates assisting this bid, he needs only one-half (1/2) Probable Trick in excess of requirements for assisting the original suit bid to raise.

In assisting an Offensive Overcall, when made to the left of the original bidder, a player can estimate that his partner will be able to win a minimum of six Probable Tricks and he, therefore, bids accordingly.

When, after an original bid of one, followed by two passes, fourth hand makes an offensive overcall, his partner, in assisting, may assume that the fourth hand player will be able to win Six Probable Tricks.

When an Offensive Overcall of a suit bid is made by bidding one No Trump, partner of the No-Trump bidder may assist such a bid just as though an original No Trump bid had been made.

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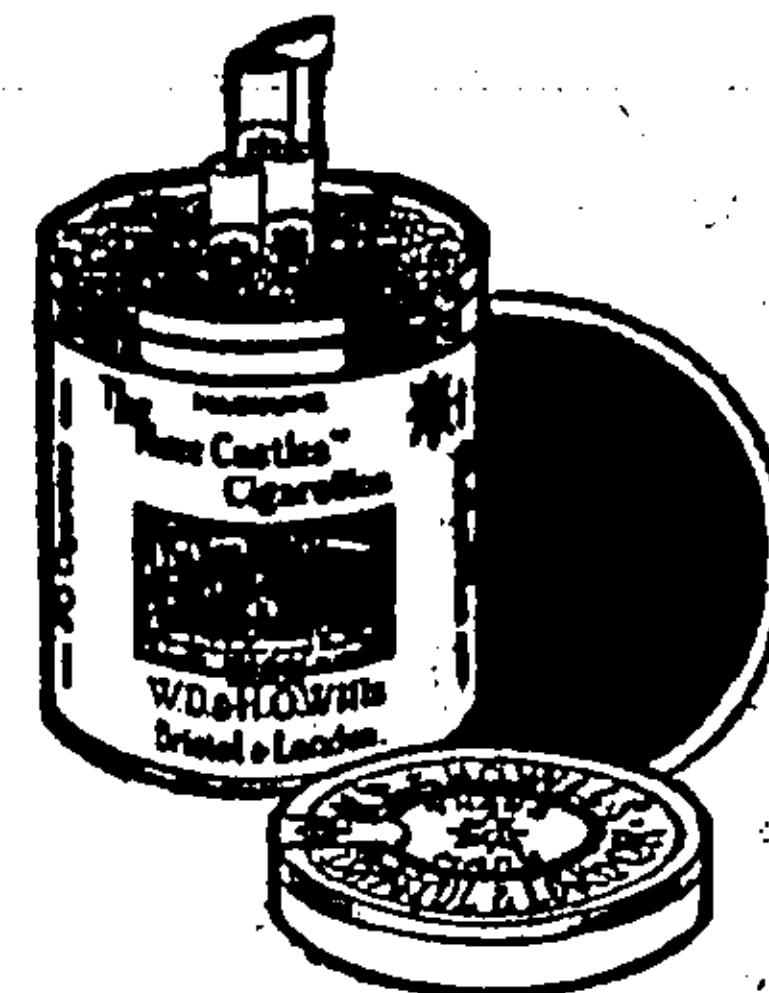
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MISCELLANEOUS

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| Who Am I. | F.T. |
| 22838 I'm For You. | F.T. |
| That's What I Like. | F.T. |
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| Poor Little Gigolette. | F.T. |
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THE CHINA LIGHT & POWER CO. (1918), LTD.

LOST.

Notice is hereby given that application has been made to the Company to issue to the respective registered shareholders named below duplicate certificates, or other certificates in lieu thereof, for the shares covered by the following original certificates, upon statement that such original certificates have been lost:—

Certificate No. 16178, dated 24th December, 1931, for 500 shares numbered 353062/353070; 401476/401525; 490846/490945; 491046/491145; 590562/590611; 607890/607949; 607980/608003; 747851/747944 & 792439/792445, registered in the name of Mr. Kwok Hin Wang, of Alexandra Building, Hong Kong.

Certificate No. 16333, dated 12th February, 1932, for 100 shares numbered 792223/792322 registered in the name of Mr. Wong Chan Woon, of 53, Des Voeux Road, East, Hong Kong. And notice is hereby given that, if within thirty days from the date hereof no claim or representation in respect of such original certificates is made to the Company, the Company will then proceed to deal with the applications in such manner and on such terms as the Directors of the Company may decide.

For THE CHINA LIGHT & POWER CO. (1918), LTD.

NOEL BRAGA,
Secretary.
Hongkong, 9th August, 1932.

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CHURCH NOTICES

Twelfth Sunday After Trinity

LOCAL SERVICES ST. ANDREW'S CHURCH.

(Kowloon).

The following are the forthcoming services, etc., at St. Andrew's Church, Kowloon:
Sunday, August 14, 12th Sunday after Trinity.
8.15 a.m. Holy Communion.
10 a.m. Young People's Service and Primary Sunday School.
11 a.m. Morning Prayer and Sermon. Preacher, Mr. J. H. Hunt, O.B.E.
6 p.m. Evening Prayer and Sermon. The Vicar.
Moonlight Bathing Picnic this evening, Saturday at 8.15 p.m.

There will be a meeting of the Church Council on Monday, 15th inst. at 6 p.m.
Mothers' Union will meet at 4 o'clock p.m. on Tuesday, 16th inst.

WESLEYAN CHURCH (Wanchai).

The following are the forthcoming services, etc. at the Wesleyan Methodist Church, Wanchai, (opposite Royal Naval Hospital, Queen's Road East).

Sunday, Aug. 14.
Morning Service 10.15 a.m.
Evening Service 8.15 p.m.
Preacher for both services: The Rev. W. H. Alton of Fatsan.
Subjects:—Morning: "Dare We Believe?"
Evening: "Practical Mysticism."

At the Sailors' and Soldiers' Home.
Monday (15th)—Badminton Club Meet.

Tuesday (16th) 8 p.m.—Fellowship Meeting.

9 p.m.—Local Preacher's Study Class.

Thursday (18th)—Endminton Club Meet.

FIRST CHURCH OF CHRIST, SCIENTIST.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station, Sunday Service, 11.15 a.m. Subject "Soul." The Sunday School is held on Sunday Morning at 10 o'clock. Wednesday Evening Meeting at 6 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U. S. A.

UNION CHURCH.

The following are the forthcoming services, etc., at Union Church, Kennedy Road.

Sunday, Aug. 14.
Sunday School 10 a.m.
Service for Public Worship 11 a.m. (Broadcast). Soloist, Mrs. Portallion.
Evening Service 6 p.m.
Preachers at both services.—The Rev. E. G. Powell.

The Communion of the Lord's Supper will be observed at the close of the evening service.

Tuesday, Aug. 16.
Service Men's Bathing Party. Launch leaves Queen's Pier 5 p.m. Return 7 p.m.

Every Tuesday at 7.45 p.m. in the Church Hall.—Devotional Meeting of the Soldiers' and Airmen's Christian Association. All Service men heartily welcomed.
Thursday, August 18, in the Church Hall.—Meeting of the Deacons' Court at 5.15 p.m.

SEVENTH-DAY ADVENTIST CHAPEL.

Seventh-day Adventist Chapel, 20 Ice House Street.

Services:
Saturday, 2 p.m. Preaching.
Saturday, 8 p.m. Sabbath School.
Sunday night 6 p.m. Evangelistic Preaching.

Wednesday night 8 p.m. Prayer Meeting.

A cordial invitation is extended to all to attend these services.

BEPPU

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WHEN AT HOME

The Hongkong Telegraph.

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CINEMA SCREENINGS.

NOTES SUPPLIED BY THE THEATRES

Music scores are to become as important as scenarios in the making of motion pictures, according to J. S. Zamecnik. He is the composer of several songs and of innumerable photoplay accompaniments, the most important being for "Wings", now at the Central Theatre.

Zamecnik is an American by birth. As long ago as 1913 he was assembling notes to guide the emotions of spectators. "If an audience falls to sleep," says Zamecnik, the composer, "the picture is lost. Nothing makes a picture so responsive as appropriate music. Accompaniments have become more and more complicated and more and more expressive. The day will come when the scoring of a picture will not be left to chance. It will be prepared in the studio and released along with the film." Zamecnik's best known songs have been "Neapolitan Nights" and "India Dawn."

"Wings" is being shown for a limited engagement of several days at the Central Theatre.

Wallace Beery in Father Role.

Playing a father on the screen in a story of paternal love is a new experience for Wallace Beery, who usually draws such roles as scorpions in "The Secret Six." But after he did it in "The Champ," Goldwyn-Mayer's new attraction showing to-day at the Queen's Theatre, he decided he liked it.

"In fact," says Beery, "I have half a mind to adopt a lot of youngsters. I could give them bats and baseballs and give 'em a buck every time they broke one of the neighbours' windows." Which argues that fashionable Beverly Hills ought to hope he'll change his mind about that.

"The Champ" tells a vivid human interest story of a former prize fighter and his small son, living in a border town where the ex-gladiator is trying to make a "comeback." The old fighter's sacrifice to get a "break" for the great love of the two and the vivid climax are surrounded by thrills and racing and boxing. The cast includes Irene Rich, Roscoe Ates, Edward Brophy, Hale Hamilton, Jesse Scott and Marcia Mae Jones.

"She Wanted a Millionaire"

He started out to be Doctor Tracy, but ended up by being "Killer Mears," "St. Louis," "Bugs Raymond" and "Billy Kelly," locomotive engineer. The gentleman in question is Spencer Tracy, who with Joan Bennett is featured in the Fox romantic drama, "She Wanted a Millionaire," which opens to-morrow at the King's Theatre and the above sobriquets are the characters he has portrayed on the stage and screen in "The Last Mile," "Up the River," "Quick Millions" and his current production.

This film which was directed by John Blystone from the screen play of William Anthony McGuire, tells the dramatic side of a beauty contest, both national and international. In addition to Miss Bennett and Tracy its cast includes such notables as Una Merkel, James Kirkwood, Dorothy Peterson, Douglas Cosgrove, Donald Dillaway, and Lucille La Verne, not to mention the many famous beauties who appear in the Beauty parade sequence.

"Wicked" at the King's.

A prominent writer in a recent magazine article drew a word picture of the young man of 1931 as rapidly becoming more effeminate every day, and in doing so also drew the ire of Elissa Landi, beautiful and talented screen star whose latest Fox drama, "Wicked," is now playing at the King's Theatre.

Taking up the cudgels on behalf of the male sex Miss Landi said, "Men are not effeminate and should not be considered so simply because they have become clothes conscious."

"I would like to hear someone call Victor McLaglen, who plays opposite me in my new picture, 'Wicked,' effeminate simply because he wears spats and has his nails manicured, or Edmund Lowe, Vic's buddy in 'The Cock Eyed World' and 'Women of All Nations', and the best dressed man in Hollywood. I would advise the person to first take note more life insurance."

"Wicked" is Miss Landi's third Fox picture, her earlier ones being "Body and Soul" and "Always Goodbye." And it is said to be by far the finest of the three, giving the star countless opportunities to display her dramatic and emotional talents.

"Goldie" at the Oriental.

Spencer Tracy and Warren Hymer, unforgettable pals of "Up the River" face.

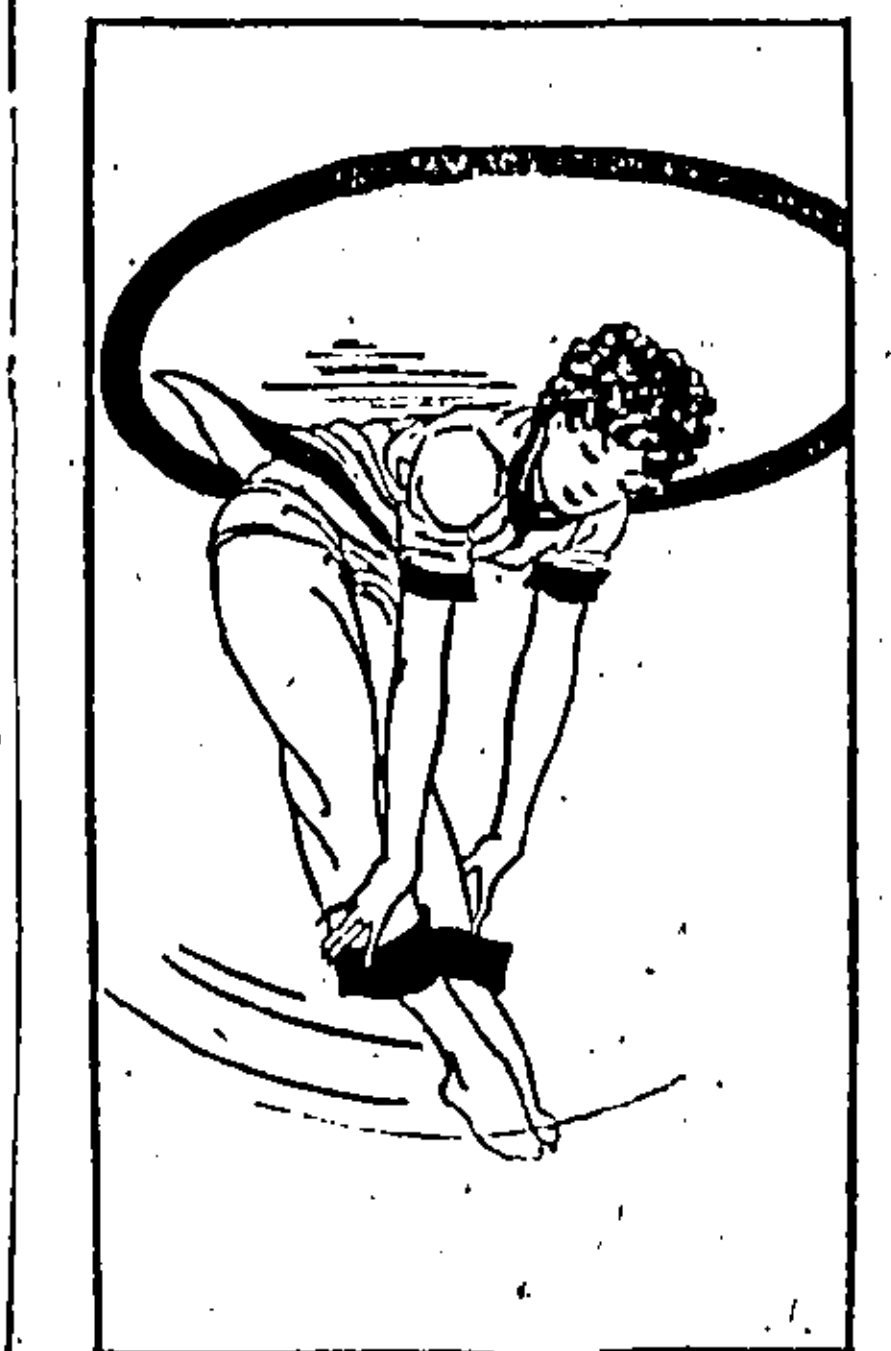
G. 332 R.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on Monday, the 15th day of August, 1932, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Containing in square feet	Approx. Area	Upset Price
1	Kowloon Island Lot No. 2261	Adjoining Kowloon Island Lot No. 2261	W. S. E. W. N. S. E. W. N. S. E. W.	As per sale plan.	About 4,945	\$80



Limbering up is a stiff task in the morning.

fame, will be seen paired together again in a second epic of fun when "Goldie," with Jean Harlow the devastating platinum blonde in the title role, opens at the Oriental Theatre to-morrow.

Tracy's portrayal of "Bill," a heart-free wise guy roaming the world in search of love and adventure rounds out a gallery of screen portraits that includes such roles as "St. Louis" in "Up the River," "Bugs Raymond" in "Quick Millions," and "Donkey" in "6 Cylinder Love."

Warren Hymer, whose infectious comedy has brightened so many Fox pictures in the past, and whose sterling work with Tracy in "Up the River" branded the pair as the ace laugh team of the films, is Tracy's pal in this rollicking picture directed by Benjamin Stoloff.

"Touchdown."

Football, which has progressed from its crude pugilistic form in the 30's to a sport discussed with equal enthusiasm at society teas and bricklayers' dances to-day, has supplanted baseball as America's national sport. This was brought out by research workers obtaining data for Paramount's "Touchdown" the Francis Wallace story featuring Richard Arlen, Peggy Shannon, Jack Oakie and Charles Starrett now showing at the Oriental Theatre.

Although baseball still has great appeal, facts show that a football game of average importance will turn away an overflow of thousands of fans from a bowl holding 86,000 persons. The annual Notre Dame Army or Notre Dame U.S.C. encounters find at least 10,000 fans unable to crowd into Soldiers' Field, a stadium of 111,000 seats, says Wallace.

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Letters will be accepted for transmission by the above-mentioned Air Mail Service to the destinations specified. Registered letters may be sent by this service but not insured letters.

The rates charged will be the regular postage rate plus the special air mail premium as indicated in the following table:—

Destination	Charge Rate per ½ ounce.
Saigon-Marseilles Air Mail Service.	
Siam (Bangkok)	\$ 0.15
Burma (Rangoon)	0.25
Persia (Djask)	0.75
Irak (Bagdad)	0.95
Palestine (Beirut)	1.05
Greece (Athens)	1.30
Italy (Naples)	1.35
France (Marseilles)	1.35
Great Britain & Irish Free State (London)	1.35
* Europe, other countries (Marseilles for onward transmission by rail)	1.35

The air mail for each country will be landed at the place named in brackets.

Letters will be despatched fortnightly by the French Mail steamer scheduled to connect at Saigon with the Air Mail. As the Air Mail Service is weekly other vessels if available will be used in intervening weeks. Letters for this route should be marked "Saigon-Marseilles Air Service" and handed in at the G.P.O. or Kowloon Post Office.

From	Per	Due
Shanghai and Swatow	Shantung	August 13.
Shanghai and Amoy	Tsinan	August 14.
Straits	Van Heutz	August 15.
Manila	Pres. McKinley	August 15.
Japan	Taipei	August 16.
Japan and Shanghai	Angkor	August 16.
Saigon	Chenonceaux	August 16.
Calcutta and Straits	Kutsang	August 16.
Australia and Manila	Atsuta Maru	August 18.
London Parcels only London, 14th July	Antenor	August 19.
Canada, U.S.A., Honolulu, Japan and Shanghai	Emp. of Japan	August 19.
(Vancouver B.C., 30th July)	Kashima Maru	August 19.
Japan and Shanghai	Pres. Pierce	August 20.
U.S.A., Honolulu, Japan and Shanghai	Suwa Maru	August 20.
(San Francisco, 22nd July)	Taiyo Maru	August 20.
Straits	Pres. Grant	August 22.

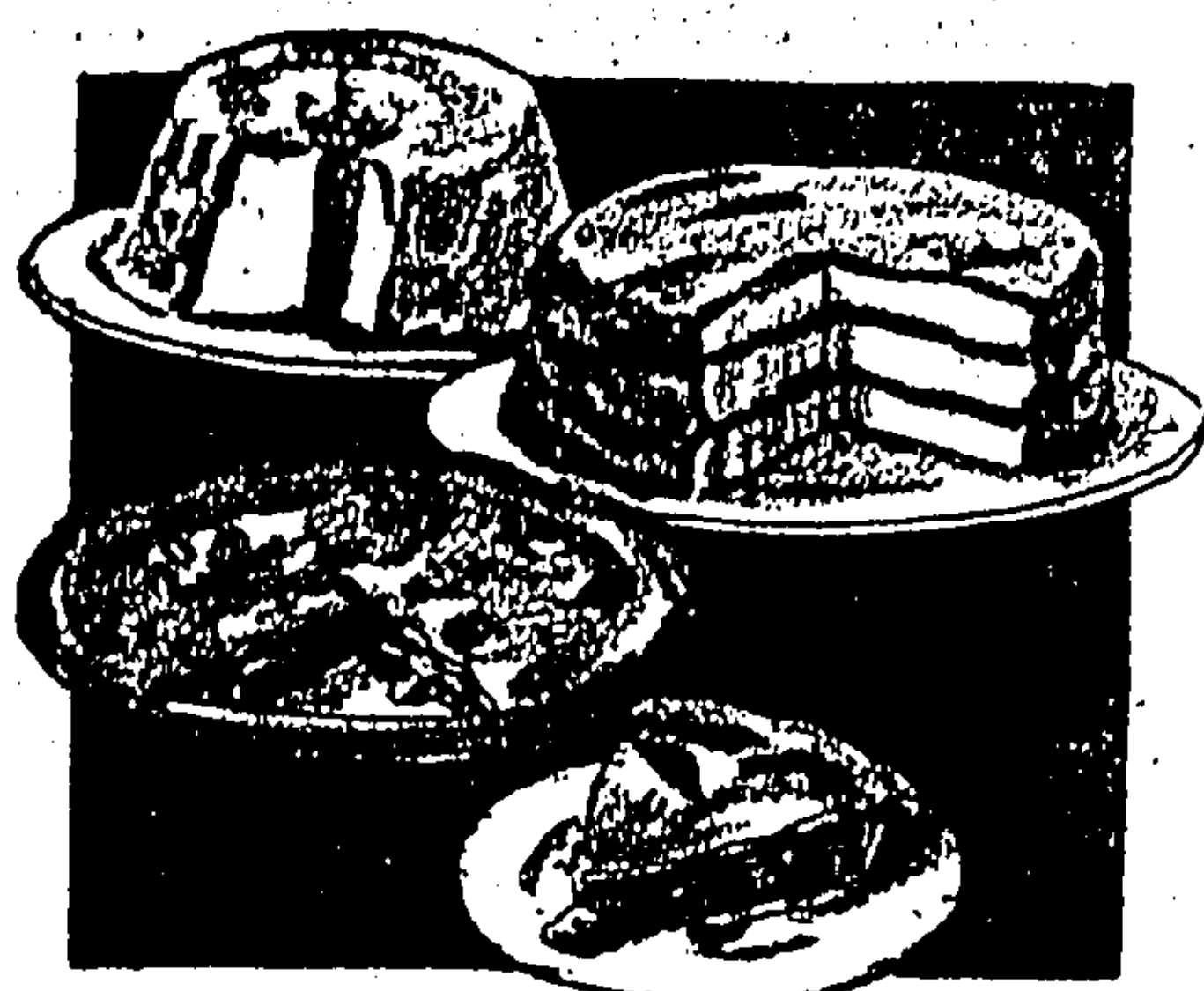
For	Per	Date and Time
Manila	Pres. Taft ..	Sat., Aug. 13, 4.30 p.m.
Amoy, Pakhoi and Haiphong	Klungchow ..	Sat., Aug. 13, 5 p.m.
Anhui	Amoy	Sat., Aug. 13, 5 p.m.
Swatow, Amoy and Formosa	Canton Maru ..	Sun., Aug. 14, 9 a.m.
Bangkok via Swatow	Kaying	Mon., Aug. 15, 1.30 p.m.
Swatow	Hydrangea ..	Mon., Aug. 15, 3 p.m.
Shanghai, Japan, Honolulu, U.S.A., Canada, Central and South America and *Europe via San Francisco	President McKinley ..	Tues., Aug. 16.
	Parcels	15th, 5 p.m.
	Registration ..	15th, 5 p.m.
	Letters	15th, 8.30 a.m.
	(Due San Francisco, 6th Sept.) ..	
Batavia	Tjisanak ..	Tues., Aug. 16, 10.30 a.m.

Letters for Saigon—Marseilles Air Mail Service	Angkor	Tues., Aug. 16.
	Reg.	Aug. 16, 12.30 p.m.
	Letter	Aug. 16, 1 p.m.
Swatow, Amoy and Foochow	Hai Ching ..	Tues., Aug. 16, 1 p.m.
Fort Bayard, Hoilow, Pakhoi and Haiphong	Tonkin	Tues., Aug. 16, 1.30 p.m.
Shanghai, Japan and *Europe via Siberia	Chenonceaux ..	Tues., Aug. 16, 2 p.m.
Saigon, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Angkor	Tues., Aug. 16.
	K. P. O. ..	
	Reg.	Aug. 16, 1 p.m.
	Letters	Aug. 16, 1 p.m.
	G. P. O. ..	
	Reg.	Aug. 16, 1.45 p.m.
	Letters	Aug. 16, 2.30 p.m.
	(Due Marseilles, 17th September) ..	
Swatow	Van Heutz ..	Tues., Aug. 16, 5 p.m.
Swatow	Hang Sang ..	Wed., Aug. 17, 8.30 a.m.
Hoilow and Bangkok	Kwaiyang Wed.	Aug. 17, 10.30 a.m.
Sandakan	Mausang Wed.	Aug. 17, 10.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Agammonn ..	Wed., Aug. 17.
	K. P. O. ..	
	Reg.	Aug. 17, 1 p.m.
	Letters	Aug. 17, 1 p.m.
	G. P. O. ..	
	Reg.	Aug. 17, 1.45 p.m.
	Letters	Aug. 17, 2.30 p.m.
	(Due Marseilles, 16th September) ..	
Taiwan	Taiwan	Wed., Aug. 17, 8.30 p.m.
Kutsang	Kutsang	Fri., Aug. 19, 8.30 a.m.
Atsuta Maru	Atsuta Maru ..	Fri., Aug. 19, 9.30 a.m.
Hai Ning	Hai Ning	Fri., Aug. 19, 2 p.m.
Swatow, Amoy and Foochow	Emp. of Japan ..	Fri., Aug. 19, 5 p.m.
Manila	Canton	Sat., Aug. 20, 2.30 p.m.
Haliphong	Suwa Maru ..	Sat., Aug. 20, 3.30 p.m.
Shanghai, Japan, and *Europe via Siberia	Superscribed Car ..	responsibility only.

Swatow	Van Houtz	Tues., Aug. 16, 5 p.m.
Swatow	Hang Sang	Wed., Aug. 17, 8.30 a.m.
Hohhow and Bangkok	Kweiyang	Wed., Aug. 17, 10.30 a.m.
Sandakan	Mauasang	Wed., Aug. 17, 10.30 a.m.
Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles	Agamommon	Wed., Aug. 17. K. P. O.
	Reg.	Aug. 17, 1 p.m.
	Letters	Aug. 17, 1 p.m.
	G. P. O.	
	Reg.	Aug. 17, 1.45 p.m.
	Letters	Aug. 17, 2.30 p.m.
	(Duo Marseilles, 16th September)	
Amoy	Tainan	Wed., Aug. 17, 3.30 p.m.
Amoy	Kutsang	Fri., Aug. 19, 8.30 a.m.
Japan	Atsuta Maru	Fri., Aug. 19, 9.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	Fri., Aug. 19, 2 p.m.
Manila	Emp. of Japan	Fri., Aug. 19, 5 p.m.
Halong	Canton	Sat., Aug. 20, 2.30 p.m.
Swatow, Amoy and Foochow	Suwa Maru	Sat., Aug. 20, 3.30 p.m.
Siberia		

*Superscribed Car **annoucnce only.

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**THE WORLD
OF WOMEN**

If you're purely a spectator on the links—and a not very knowing one who thinks a spoon is only used for eating and a masher is a flirtatious man—then you may wear the white pumps (in centre) or the tongue oxford (at right). The other pair of shoes (at left) is perfect for active sports and a chic change from the oxford.

BEAUTY HINTS.

Beauty Hints By Alicia Hart.

Any woman can wear black or white, if she knows how to make up.

Black, taken alone, can drain all the colour out of your face and bring to the surface every bit of sallowness that you have. It can make you look older than any other colour, unless it is purple. And it can make you look sadder.

But, given the right make-up and a chic black dress and nothing on earth can make you as smart. If you are sallow, wear lingerie touches of off-white, pale pink, soft blue.

Be careful of you, rouge with a black dress. Its shade depends on your own colouring. You can wear a rouge that actually matches the colour your lips and cheeks would be if, for instance, you lived in England. Get a rich, blood shade. If you do that, then use a powder that has as light a tone as you can stand, without looking chalky. Never use white powder. Few women can stand pinkish powder. Mix a little murelle in with it, if you do attempt pink powder.

Your eyes are important for the black dress. Make them up with the tone that is best with your eyes. Brown for brown or black eyes, blue for light brown, hazel and blue eyes. Try green if you have a doubt in your own mind, mix some green with your blue. Or even try purple eye shadow. Use mascara sparingly. Black shows up every bit of make-up.

In white, you can be a nut brown maiden and be very smart. White makes a woman look younger and nicer than any colour can.

But just remember that white needs careful make-up too. You should pick a vivid lipstick and rouge for it. And you can try out, for evening, all those enchanting lavender and green and blue powders that you've been gazing at but never dared try.

**RECIPES FOR
THE INVALID.****Chicken Fillets.**

Butter two plates. Cut some slices from the breast of a chicken, place on a buttered plate. Scatter a very little pepper and salt over, cover with the other plate, and stand over a pan of boiling water for half an hour. Serve with a little white sauce.

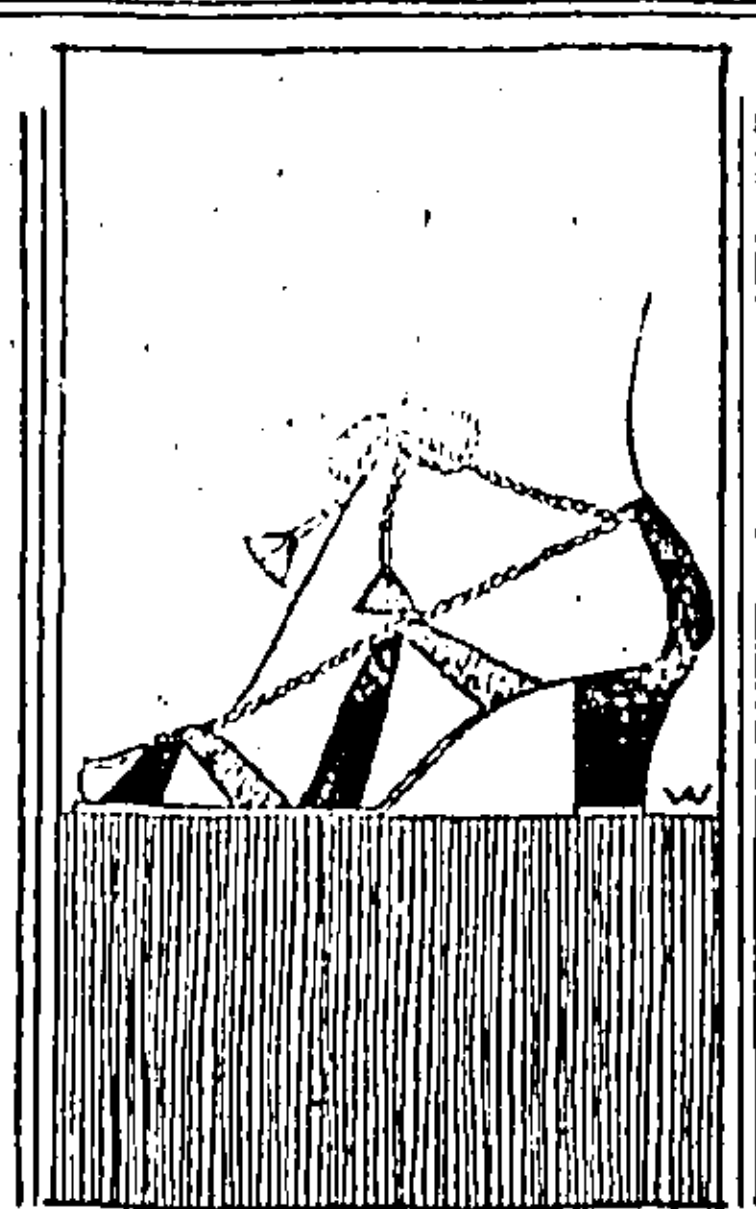
Chops and small pieces of meat can be cooked in the same way, allowing three quarters to one hour.

Fish Cutlets.

Place the cutlets or fillets in a soup plate. Pour over a little milk, add salt and pepper and a knob of butter. Cover with another plate, and cook 20 minutes over a pan of boiling water. Serve with its own sauce.

Invalid Savoury Custard.

Whisk a new-laid egg after removing "string." Add to it a teaspoon of seasoned beef tea or meat essence. Stand in a pan of water, cover with a saucer or buttered paper and steam gently 20 to 30 minutes.



This charming beach sandal is fashioned of straps of blue kid with red kid on the reversed side. It laces with a white silk cord.

NOTES FROM PARIS.**"Five-to-Midnight"
Frocks.**

Parisienne like to be informal during the summer, and they therefore approve of the new fashions which simplify the business of dressing and conform with the business hours of nine to five, after which it is "time out" for a good part of the world.

The five-to-eight frock of several years ago was the first Paris movement in the direction of making styles to suit the play hours of a busy world.

The five-to-midnight frock is a long stride on this same route. It sets ahead the clock of smart habits. The five-to-midnight ensemble takes care of chic for this extensive time, whereas in the old days a change for dinner was indicated.

The Secret.

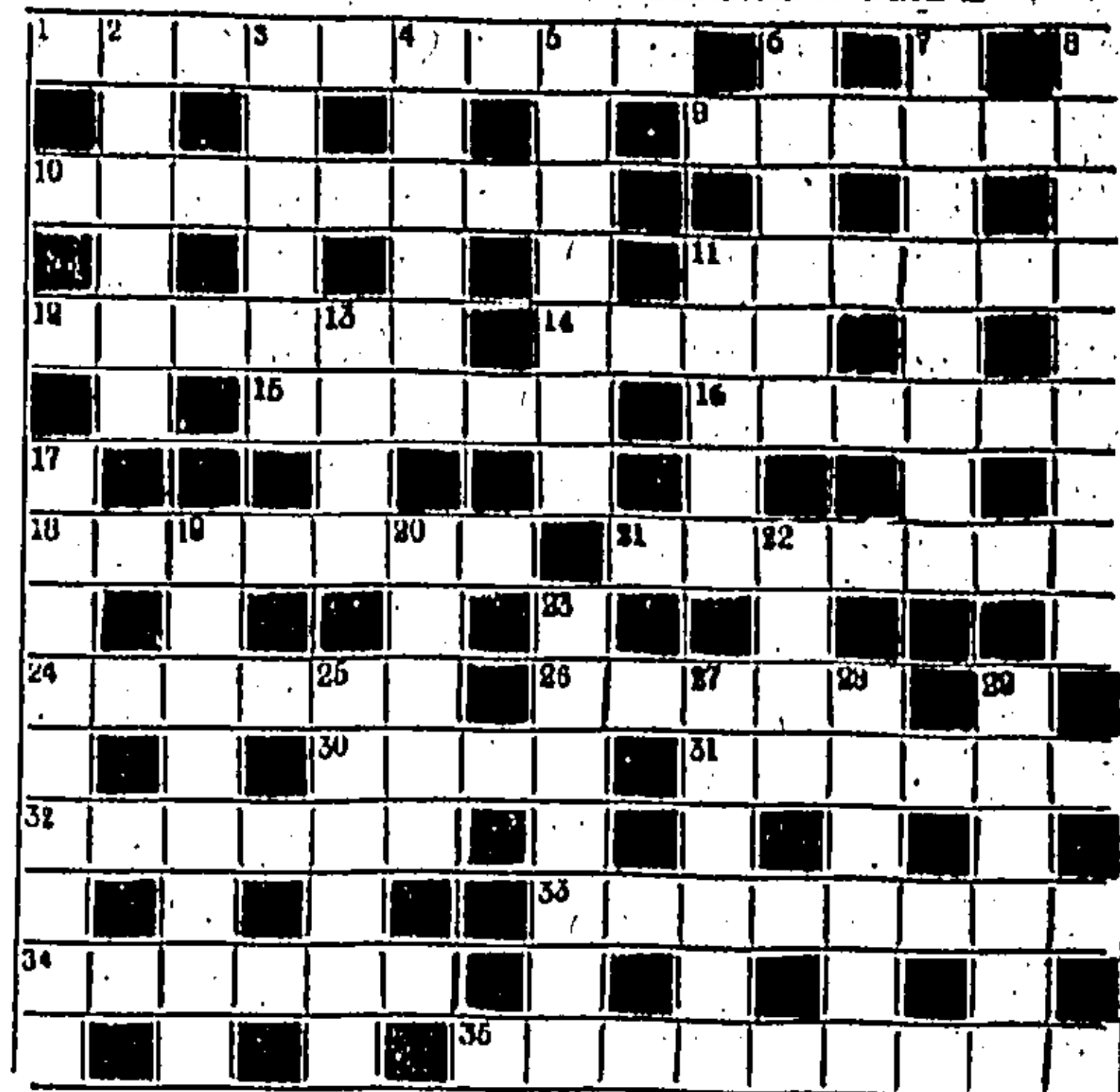
Now what is the secret of these frocks? They are firstly and foremost simplicity and distinction personified. The five-to-midnight frock plays heavily on personality and lightly on the purse-strings. It wears sleeves, and shuns deep décolletés.

It is any length for that of afternoon (about ten inches from the floor) to instep length. It always escapes the grass or the floor. The waistline is wherever you want it.

Any woman who is slender enough to wear it will have the five-to-midnight waistline high. This is the one kind of fashionable frock that can have a full skirt, but if the skirt is full, then the waistline must not be allowed above normal. Exaggeration on the sleeves is unbecoming in such dresses, but it is not in the least obligatory. Parisienne wear hats with these informal but dress-up clothes.

Beef Tea Pudding.

Beat two fresh eggs and add to a teaspoon of beef tea or meat essence. Pour over two tablespoons of fine breadcrumbs, add pepper and salt, and stand one hour. Then slowly bake 20 minutes or steam 30 minutes. Very appetizing.

OUR BRITISH CROSSWORDS**Across**

- 1 One who always goes about with a black look on his face.
- 9 Both the Spanish gentleman and I have been in office longer than the others.
- 10 Notwithstanding its invitation to rejoice, the American gangster prefers to give it a wide berth.
- 11 Poisoned.
- 12 Beaten but not disgraced.
- 14 A broken "rule" in England, becoming to them in France (anag.).
- 15 Boredom.
- 16 The position of the seller implies another sale.
- 18 Shrieked (anag.).
- 21 A horrid crime for ears to hear—though not ears in a way.
- 24 Cuts not necessarily making for economy.
- 26 Unfasten the door and take in a letter for a Scottish senport.
- 30 The slowest solver ought to find this, there's plenty of time for it.

each hand." "Child Harold's Pilgrimage."

- 5 The way in which I glance is sweet.
- 6 Extreme centre always.
- 7 This lock of hair, as Sambo would say, will give pain.
- 8 Short abrupt reports made frequently.
- 11 More certainly.
- 13 One divided by a hundred at one time.
- 17 Put it down with haste, and be punished.
- 19 Bookmaker.
- 20 Trees must be placed in a fresh position but—
- 22 —look the date up.
- 23 Retire.
- 25 Comparatively incautious with eggs.
- 27 Happened.
- 28 Stand up for them and use them if necessary, and—
- 29 —take your stand correctly.

Yesterday's Solution.

REPRISALS CEDAR
EUDOR COLEO
MARROWS RECTORY
UPPLET KIDDA
SPUN BACON TAIL
HELIUBUNT
STEWART SOUND
TERRIBLE NINE
ESWARM BEGGARS
EASNAQSEN
LOTSSTROUT ANNE
VASSILNATUB
ARNOTTO DOUBLES
RIACCHSAA
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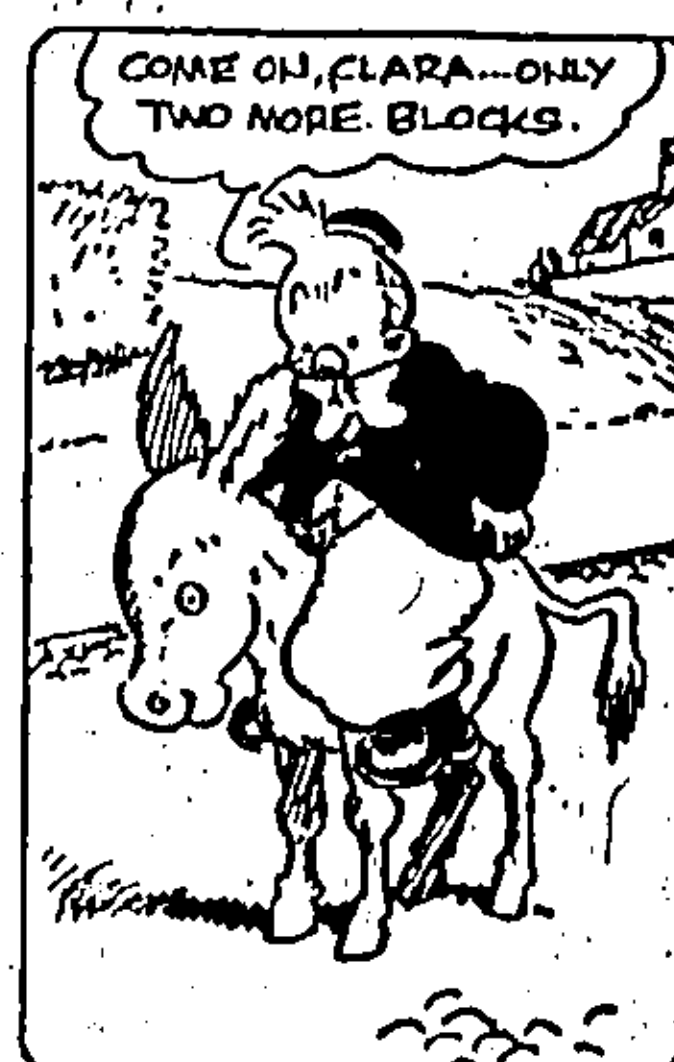
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The
Hongkong Telegraph

SATURDAY, AUGUST 13, 1932.

U. S., MANCHURIA AND THE PACT

Mr. Stimson's new interpretation of the Kellogg Peace Pact, carrying with it the implication that signatories must consult one with another if faced with a threat of violation of its principles, would probably not have received the attention which it has but for the belief that the utterance was intended to apply to Japan's activities in Manchuria. Actually, the Pact does not mention anything at all about consultation, in which respect, and also in regard to the matter of "defensive" warfare, it differs from the Nine-Power Treaty guaranteeing China's integrity. The Kellogg Pact is a very brief document of three articles. The first article condemns recourse to war for the solution of international controversies and renounces it as an instrument of national policy; the second contains an agreement by the contracting parties that the settlement or solution of all disputes, of whatever nature or origin, shall never be sought except by pacific means; while the third deals with the method of ratification. In an explanatory Note, however, Mr. Kellogg pointed out that nothing in the Pact impaired the rights of self-defence, every nation being competent to decide where the circumstances required recourse to war in self-defence. In short, the Pact was merely a declaration by its signatories outlawing war; it provided no machinery for discussion or consultation either when there was a threat of its principles being violated, or when these principles had actually been ignored. Mr. Stimson, however, as well as President Hoover, holds that consultation is implied in the document. Precisely what this involves of practical utility it is not easy to see.

The thought which will most naturally occur to the student of

international politics is that there can be little of real value in consultation unless it leads to some definite step. Mr. Stimson, in his talk with the Japanese Ambassador, is said to have emphasised that there will be continued opposition by the United States if Japanese control of Manchuria or any other part of China is acquired through force of arms. He went even further, in asserting that America is determined to co-operate with the League of Nations in upholding the Kellogg Pact and the Lytton Report. President Hoover, most likely with the Bolivian-Paraguayan dispute as well as the Manchurian issue in mind, declares in his nomination speech that the United States will never recognise title to the possession of any territory gained by violation of the Pact. Here we have what would appear to be very definite indications of a firm stand in defence of the principles of the Pact by the United States, and, taken in conjunction with the doctrine of "consultation," it might almost be inferred that America is willing to join hands with any other nation in such defence. We have also to bear in mind that the United States is vitally interested in the Nine-Power Treaty, the signatories of which unconditionally pledge their respect to the integrity of Chinese territory. Here, as we have remarked, there is no question of any country taking refuge in what it may please to term a "defensive" war.

If we are to judge from President Hoover's latest utterance, there can be no question of the United States using force for the purpose of securing respect for the Kellogg Pact. Indeed, a strict reading of the provisions of the Pact seems to show that no nation can seek to compel observance of this treaty by military pressure. What, then, is left in instances in which the Pact is violated? Seemingly only moral or economic pressure, in which connexion there would appear to be the possibility of international co-operation if the "consultation" doctrine is accepted. The question is whether this would suffice to stay a nation bent on territorial aggrandisement. That is very much open to doubt.

U. S. and War Debts.

President Hoover's decision to employ non-cancellation of war debts—with a proviso—as an election issue comes as a distinct surprise, none the less so, as the proviso envisages the use of the pile of debt as a lever for tariff reductions at the same time as the President declines to contemplate any reduction in America's economic barriers. The difficulty of bringing these points of policy into line notwithstanding, it is satisfactory that the door to negotiation is left open. President Hoover's scheme has many merits. And it will appeal to the American business-man's self-interest far more than a fictitious international benevolence. During the period of desperate reconstruction following the Presidential election—whoever wins it—business men who are just waking up from months of inactivity will undoubtedly force interfering politicians to stand aside while they proceed in an endeavour to re-establish the miracle of prosperity. The more intelligent of them will, it is practically certain, accept the conclusion that cancellation or the Hoover device, offer the only prospects of a genuine recovery. Meanwhile, that an understanding has been reached between Britain, France, Italy, and Belgium is regarded with satisfaction in the United States by practical people, because they believe that it holds out hope of the solution of the disarmament problem as well as that of reparations. If it tends to end the American partnership with Britain—shown at several conferences, by simultaneous protests against the French occupation of the Ruhr, and by the joint refusal of guarantees of French safety in exchange for disarmament—America's virtually com-

DAY BY DAY

PEACE OF MIND IS UPON EARTH.
THE SUPREME GOOD.—Zimmerman.

To the list of authorised auditors there has been added the names of Messrs. White, Page and Co., Mr. C.P. White and Mr. P.S. Page.

His Honour the Chief Justice has ordered that the next Criminal Session shall be held on Monday, 22nd August, at 10 o'clock in the forenoon.

At Tuesday's Rotary Club meeting, Rotarian C.D. Lambert will follow up his recent address on motoring troubles by giving some interesting practical demonstrations.

An addition to the regulations made under the Dangerous Goods Ordinance provides that alcoholic liquids of a less strength than 70 parts per cent. by weight of alcohol shall not be deemed to be dangerous goods.

Observatory returns for July show that the average mean temperature was 81.7, the highest being 89.7 and the lowest 75.1. There were 189 hours of sunshine and 25.71 inches of rain, while the average humidity was 84.

His Majesty the King has been pleased to confirm the provisional appointment of the Hon. Mr. R. H. Kewell, C.M.G., LL.D., to be temporarily an Unofficial Member of the Executive Council in the place of the Hon. Sir Shouson Chow, Kt., who is temporarily absent from the Colony.

For the possession of 207 counterfeit Hongkong ten-cent pieces, a Chinese received a six-months' sentence at the Central Police Court this morning. The man was arrested in Hollywood Road consequent on a complaint that he attempted to pass these coins in an opium den at Shamshuipo.

SUGAR MARKET

THE LATEST CABLED QUOTATION

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

December 1932 6/6½ down ¾d.
March 1933 6/7½ down ¾d.
May 1933 6/7½ down ¾d.
August 1933 6/11½ down ¾d.
Buyers at above prices, sellers asking ¼d-½d more.

New York Terminals.

September 1932 1.08 down 1 pt.
December 1932 1.12 down 1 pt.
March 1933 1.07 down 2 pts.
May 1933 1.12 down 1 pt.
July 1933 —
Cuban 96—Spot New York 1.16 up 1 pt.

plete isolation will be tempered by British willingness to remain America's best European friend always willing to serve as mediator. That the long-sought French consultative pact with Britain is now a reality delights America, if it means, as Washington believes it will, a more tranquil Europe with, perhaps, both France and Italy subscribing to the London Naval Pact. One thing is certain—the international outlook on all hands is definitely brighter than was the case three months ago.

Bulls and Inners

From the Office Butts

Couldn't this rider main problem be settled on the basis of giving away a case of samshu with every meter?

Talking of world economics, what has become of all those foreign markets which all countries have lost and nobody found?

In Chicago, buildings are being torn down to save taxes. Nobody seems to have thought that if taxes were torn down, it might start some new building.

A World's Fair is to show the progress of civilisation during the past fifty years. This will take us from the old-fashioned six-shooter right up to the latest thing in machine-guns.

A reader thinks these frequent rainstorms are a thundering nuisance.

Let's hope the Ottawa Conference will prove the delegateway to success.

An American waxworks show has a special room for models of the world's tallest celebrities. The big stiff!

A bathor complains of the rocks on Re-pulse Bay beach. Well, he'll either have to like it or limp it!

The only time a pedestrian appears to have the right of way is when he's being conveyed to hospital in an ambulance.

National bankruptcy is when the Government not only lives beyond its income, but beyond the taxpayer's as well.

Sprinkle, sprinkle, bubbling tar. How the fellow in the car Loves you when he come to grips With those new-laid granite chips!

A man can be 100 per cent. stupid without knowing it, says an efficiency expert. Not if he's married.

About ninety-nine in every hundred plays written are never produced. Hence the expression—all work and no play.

Most women use make-up because they have not the face to do without it.

Appearances, declares a judge, are excellent guides to honesty. He means disappearances.

If people only appreciated the value of fruit diets, doctor's would have less to do, asserts an authority on the question. Sounds like a *Raison d'être*, in fact!

Revised Version:—"All the world's a stage, but few husbands have speaking parts."

Lots of our young motorists are concerned not so much with the number of miles per gal. as the number of gals per mile.

"No one can make a living by guesswork," says a business man. Oh! What about weather forecasters?

Friendly divorces are now the fashion. Once you've turned pro., of course, you are disqualified from taking part in this kind of sport.

This Week's Optimist:—The man who started to look through the dictionary for a word he couldn't remember.

The Los Angeles contests seem to show that America has the Olympic pick of the world's athletes.

These lengthy trials suggest the desirability of chewing-gum being provided for jurors who are confirmed smokers.

It's said that some seaside girls sham bathing in order to attract men's attention. Artificial desperation!

"Some people have mastered the art of getting rich without working," says a writer. It used to be that way in Hongkong. Now, the process is reversed.

Oh! fragrance rare Beyond compare, Exotic palms so green. What Eastern bliss! Provide you miss The smells of Aberdeen! —CYN.

A lion which escaped from the Berlin Zoo was shot. Lions used to have a much better time among the Christians!

We are given to understand that some English railway company directors cannot for the life of them imagine why Japan seems so anxious to secure railways.

A cartoon we should like to see: The gentleman who gave up his seat to a lady on the Peak tram.

It must be fine to be a baker. Fancy a rise in one's dough every day!

She was only a banker's daughter, but she knew how to preserve her balance.

"More Dams," says a heading in regard to the Harbin floods. You bet there are!

The Hongkong complex may be described as an overbearing air of superiority intermingled with a haughty mien of unadulterated bounce, capped by colossal ineptitude.

The week-end weather forecast:—Slightly sloppy from the Bonins with a nasty depression over the Naha. Fine in spots (especially odd ones) finer or wetter and/or hotter later. Flutulence N.W.N. or thereabouts!

Overheard at Lane, Crawford's Restaurant.—A.B. C.D. Rotarians! M.N.O. Rotarians! S.M.R. Rotarians! G! I.C.M.R. Rotarians!

It is notified that at the expiration of three months the Graber, Pattard and Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

"I want to read something that will keep me up to date."

The NEW SUPER-MODERN SPARTONS
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Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, August 13th, 1932.

PRINTED SILKS

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"TELEGRAPH" SUMMER AMATEUR PHOTO COMPETITION



This pretty view, with an old Chinese bridge in the background, is entered by Miss O. Barretto.



Mr. H. A. Mitchell, who sends in this entry, taken at Saiwan, entitles it "P.W.D.—Private Water Dam."



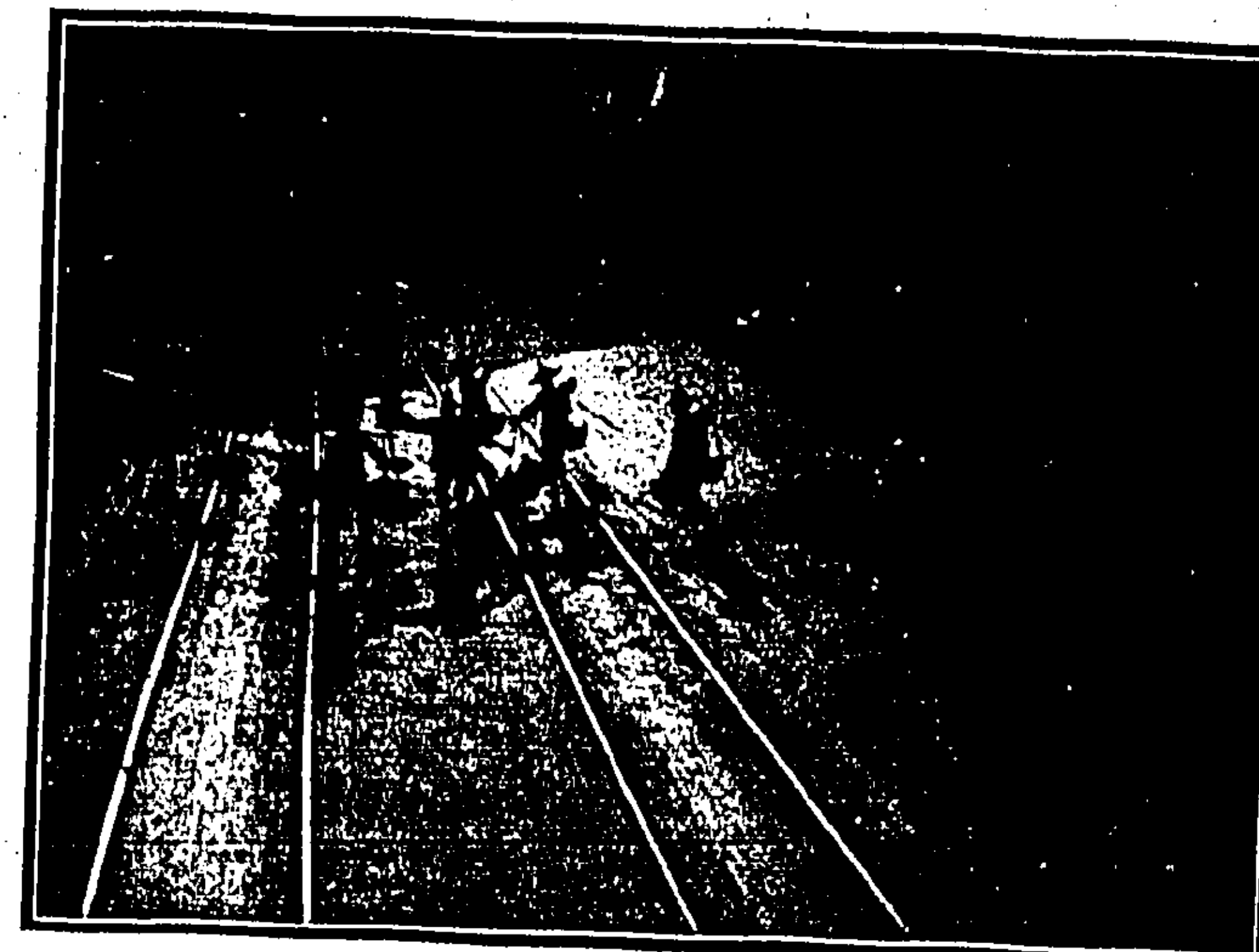
A beggar study, sent in by Mrs. H. S. Green of Kowloon.



The younger generation at Taipo is not afraid of the camera, judging from this entry by Mr. H. Sauerbeck.



East and West. A snapshot taken at Castle Peak by Mr. W. Goodburn.



An unusual study, well named "Coal Black Shadows." This entry is from Mr. A. Abbas.



A cool spot on the way to Taimoshan. Mr. H. Sauerbeck enters this picture.



An effective and artistic study entered by Mr. Leo Chung.



"By gum, what top-hole prizes!" Snapped at the Garrison School prize-day by Mrs. H. Green.

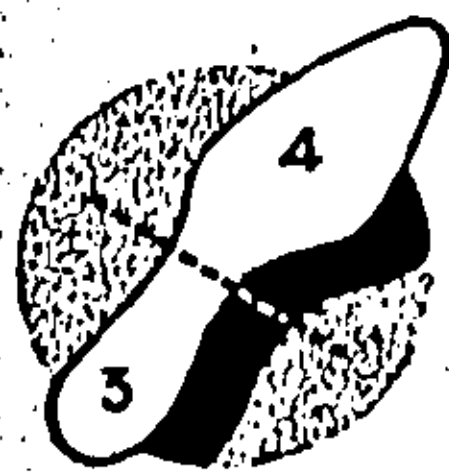


"The Stone-breakers." Entered by Mr. Lim Kim-chong.



"They also serve who only 'sit' and wait." An entry by Mrs. H. Green.

THE COMFORT OF BUYING BRITISH



K 'Plus' Fitting Shoes
From **MACKINTOSH'S**

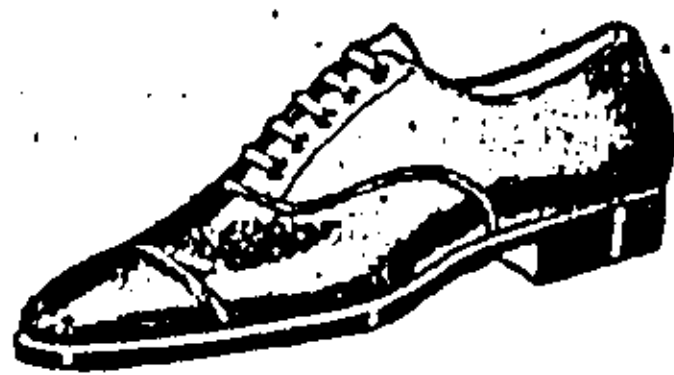
See the famous K Plus Fitting Shoes at Mackintosh's. They were devised to add comfort to smartness. Made with foreparts one fitting wider than the heelparts (see diagram), K Plus Fitting Shoes enable your toes to move in freedom while your heel is neatly, closely fitted. Shapely to begin with, your K Shoes keep their shape because they fit so truly.

And while you enjoy the comfort of the perfect fit ensured by K Plus Fittings, you also enjoy the comfortable thought that your shoes are British Made.

Call in at Mackintosh's Shoe Department to-day, and let us show you the comfort which can be obtained by wearing K Shoes.

Special quality Black or Brown Willow Calf, soft and cool, leather lined back quarters, light reliable sole. Three easy fitting shapes, sound workmanship and neat finish.

Priced from \$23.50
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Another peg through!

THOSE little teeth need the delicious crispness of "Ovaltine" Rusks to help them grow in perfect formation.

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And baby himself in this difficult teething period needs all the strength and vitality which the nourishing goodness of "Ovaltine" Rusks ensures.

These delightfully crisp Rusks are made from the finest wheaten flour—unadulterated, unbleached, and guaranteed absolutely pure. To this is added delicious "Ovaltine"—the invaluable nerve and body building food beverage made from malt, milk and eggs. "Ovaltine" Rusks are, therefore, much more nourishing than ordinary rusks.

Give baby one or two "Ovaltine" Rusks a day and you will be sure that the little teeth are receiving the best attention you can give them.

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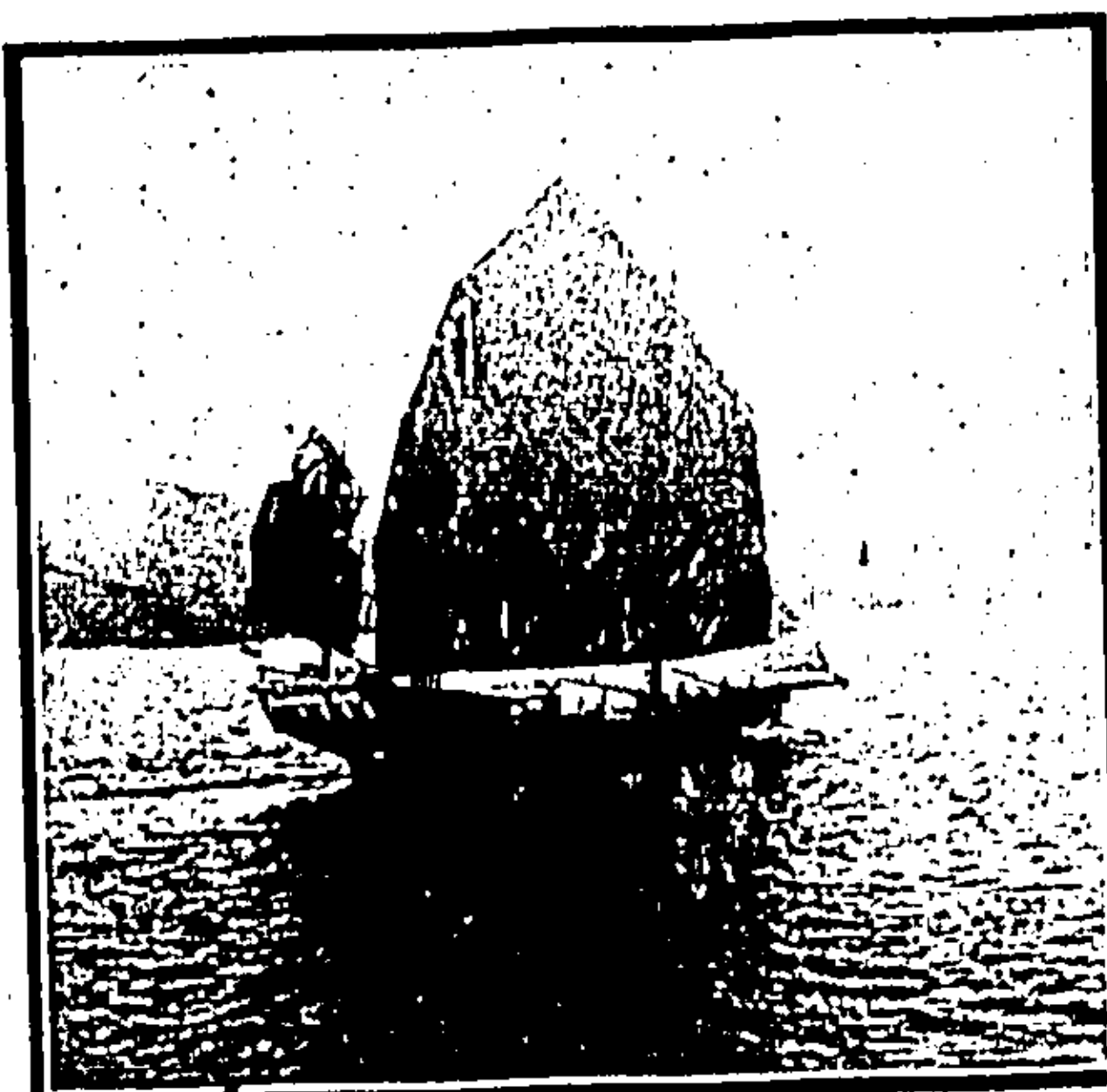
SPECIAL SALE PRICE TO CLEAR \$1.00 Pair.

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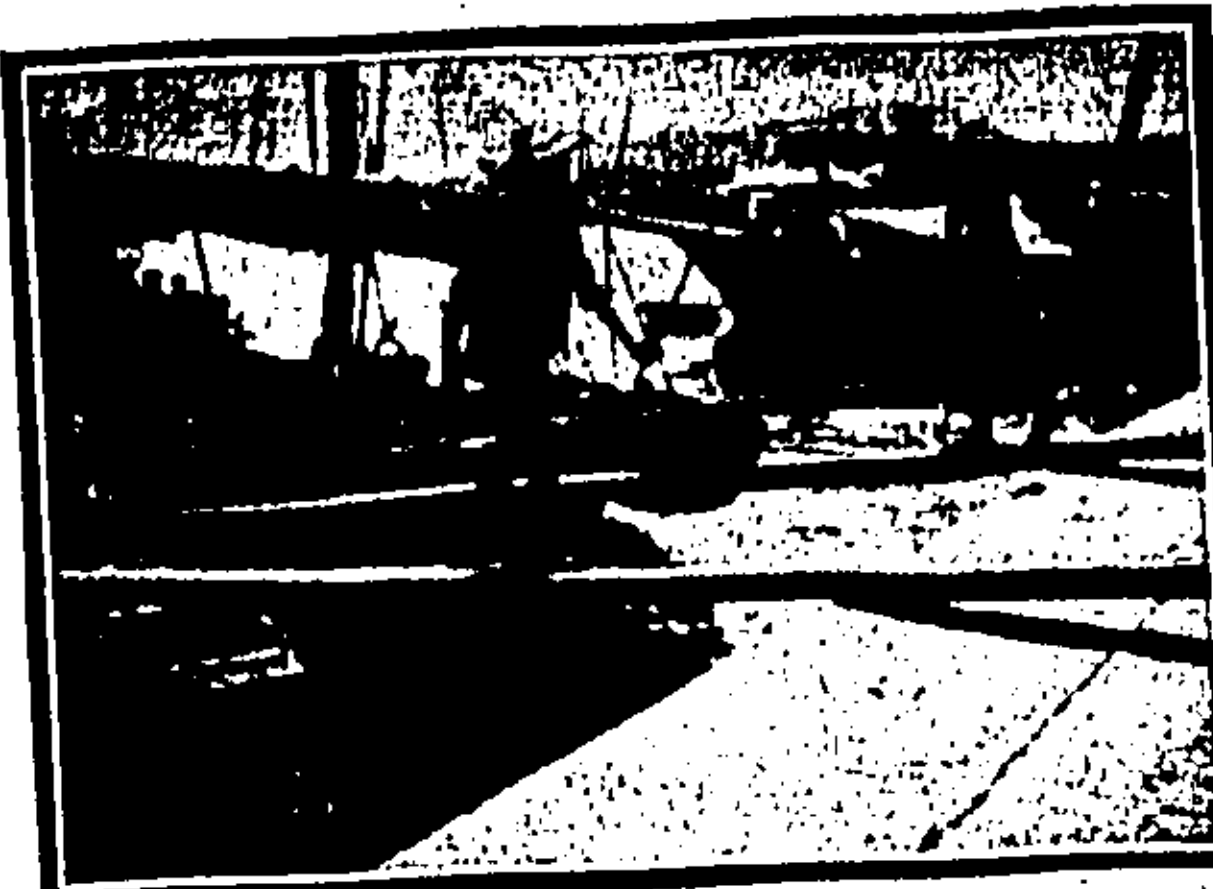
WHITEAWAY, LAIDLAW & CO., LTD.



This picture, like all the others on this page, is entered in the school-children's section of our Photo Competition. Entitled "The Lonely Monarch," it is entered by Master L. J. Remedios, of St. Joseph's College.



"Out to Sea," another picture sent in by Master L. J. Remedios.



Walking the plank.
An entry by Master I. S. A. Curroon, of the Diocesan Boys' School.



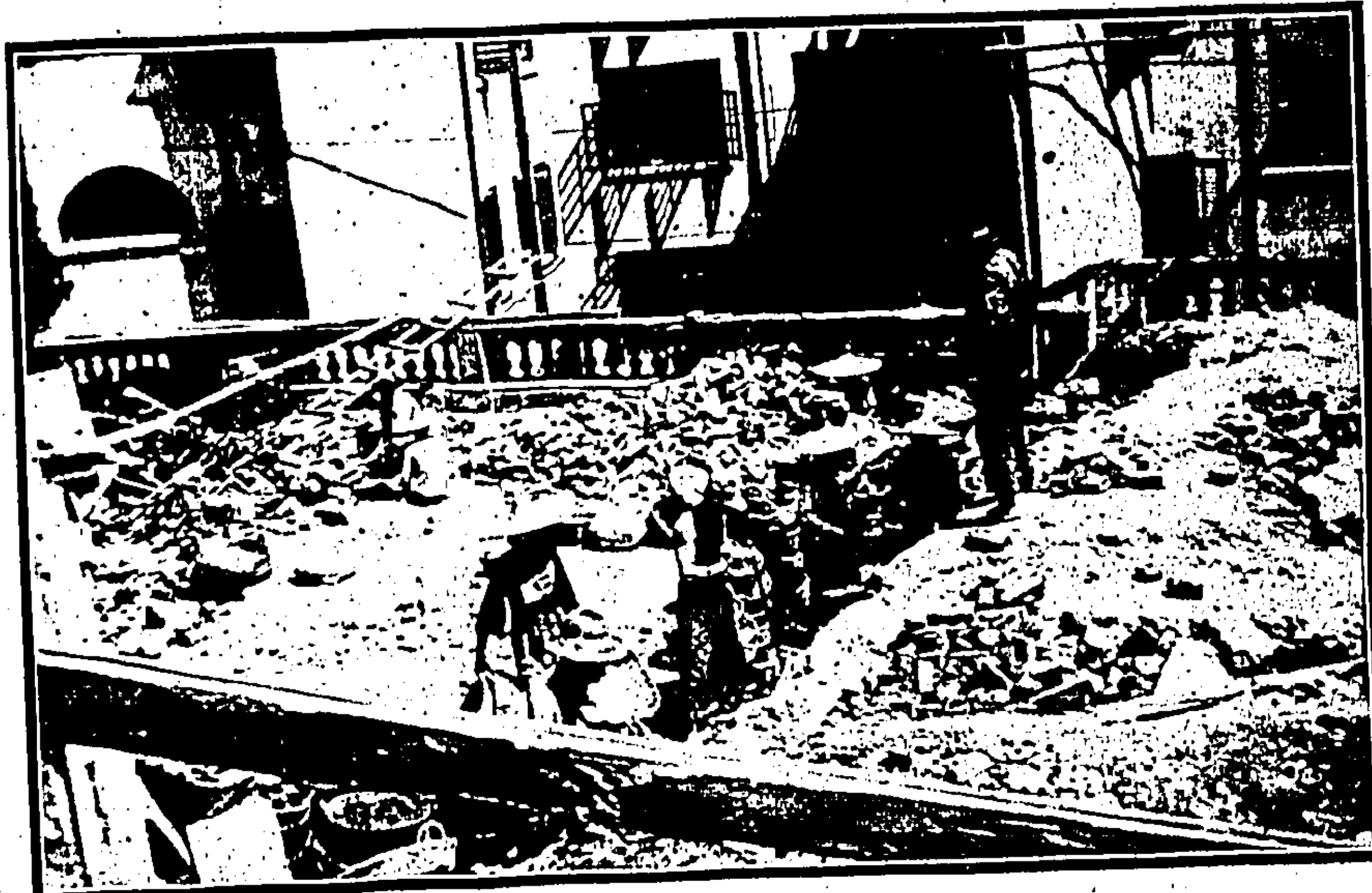
Joan Laurensen, of the Central British School, enters this picture, entitled "A Glimpse of Kowloon City."



"Big days await thou labour" is the title which Master L. Sanh gives to this entry.



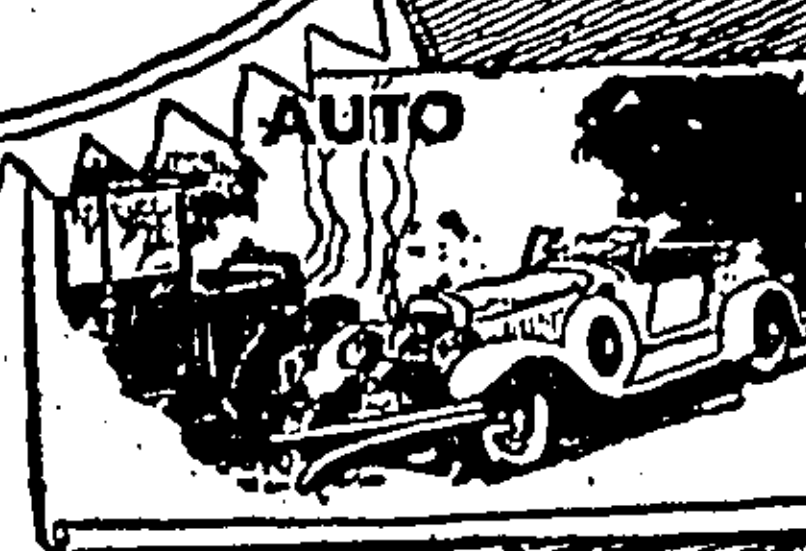
This photo is sent in by Master L. Sanh, of La Salle College. He entitles it "Ready for a Long Voyage."



"Working Hard," a building picture entered by Master L. J. Remedios.



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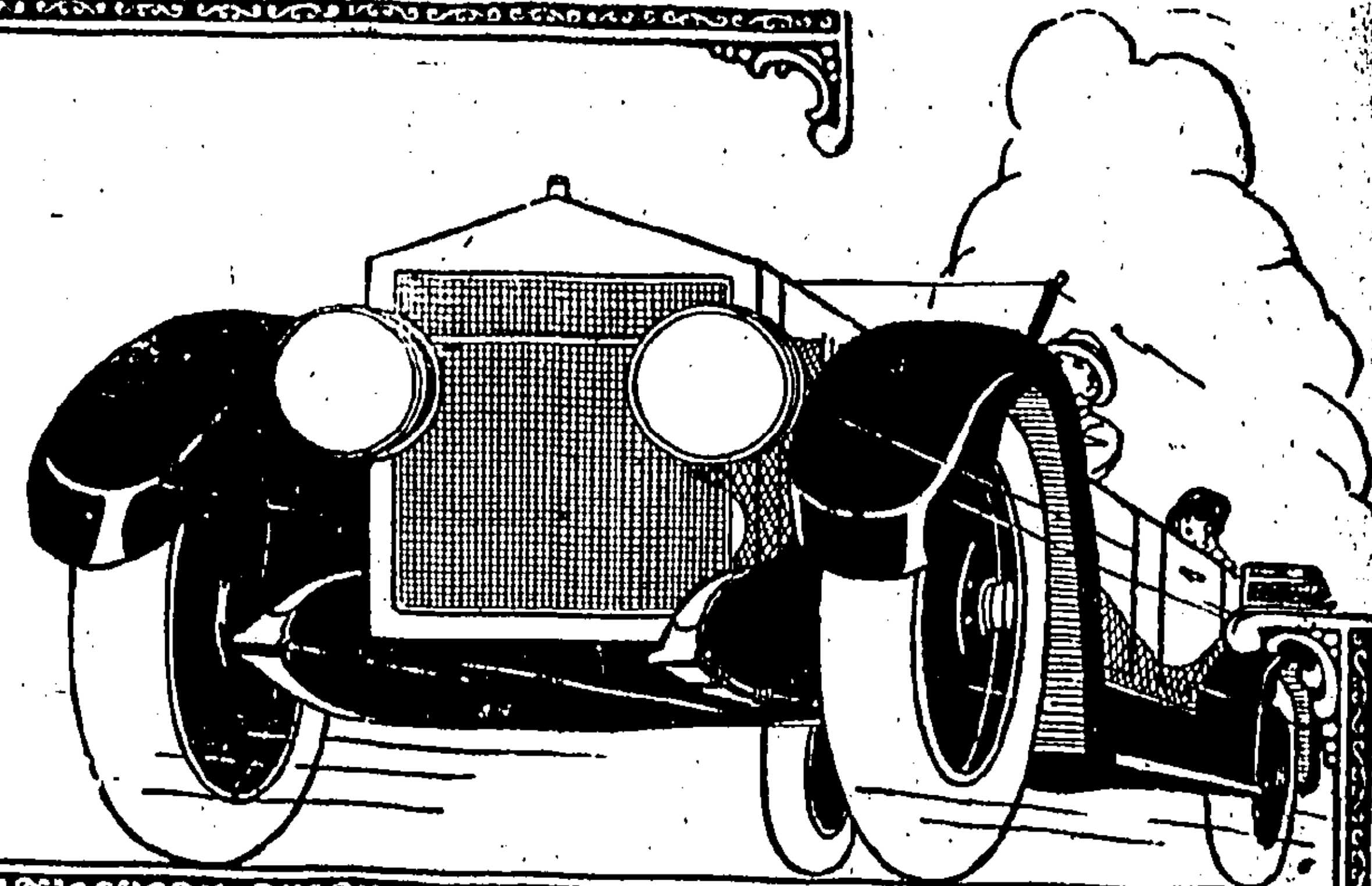
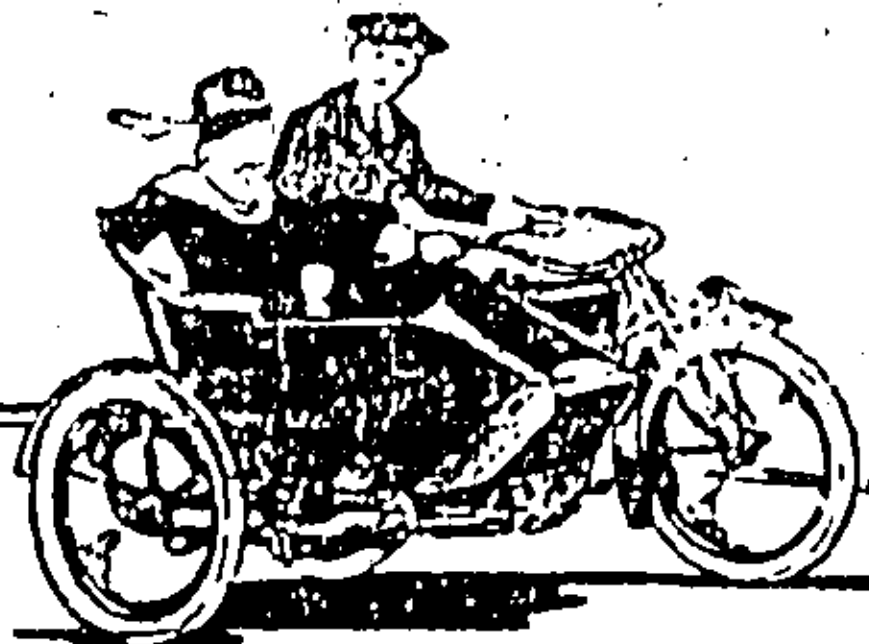
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SATURDAY 13th AUGUST, 1932.

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TO
ADVERTISERS**

All advertising to be
inserted in this

MOTOR SUPPLEMENT,
must be delivered not
later than 2 p.m. on the
Wednesday of the week
of publication.

FIRE!

A Fishy Story.

An Automobile Association patrol recently received a request for assistance from a lady member of the A. A., who stated that her car smelt of burning.

The patrol immediately got to work, and by a process of elimination, as he thought, every possible cause of fire, but without result. The mysterious smell of burning still persisted.

Eventually the A. A. patrol, who prided himself on his mechanical knowledge, was relieved and amazed to find a kipper roasting on the exhaust manifold.

Oh! these practical joke fests!

OIL-DRIVEN BUSES.

Manchester Corporation's Experience.

The working of Manchester's 24 oil-driven buses is discussed by Mr. R. Stuart Pilcher, the general manager of the Corporation Transport Department in the Bus and Coach. The first bus was put into service on Dec. 12, 1930, and by the beginning of this year had covered over 45,000 miles, so that Mr. Stuart Pilcher has now plenty of data on which to found a considered judgment.

"The buses," he writes, "are being used on the longest all-day services, which average 202 miles per day, so that under these conditions the severest test is being made on the vehicles."

The oil engine gives good pulling power at low speeds, so that it is possible to drop to a very low road speed in traffic and then accelerate without changing down to a lower gear. This, Mr. Pilcher points out, means much to a driver who may have to change gear as often as 160 times in a journey of 35 minutes—this number of gear changes was actually counted on several journeys on one route.

"There is also a very considerable economy in fuel consumption, and saving over a petrol-engined bus works out at practically 2d. per mile. The oil engines are also comparatively free from the danger of fire, and Mr. Pilcher says that he has little doubt that the cost of fire insurance will be substantially reduced in the near future."

"Although the technique of driving an oil-engined bus is rather different from that of driving a petrol bus, the bus drivers have very rapidly adapted themselves to the new conditions and now definitely prefer to drive an oil bus. Some drivers, he adds, maintain that they feel better after driving an oil bus than after driving a petrol one. This is probably due to the absence of poisonous fumes from the oil engine."

FLUID TRANSMISSION.

Dispensing With
Gearbox.

STEADY ACCELERATION.

A development of the steam turbine and the fluid flywheel has recently been produced in England, and has emerged successfully from initial road tests. The fluid flywheel is merely an automatic clutch driving through a gear box in the ordinary way, but the new device—known as the Vickers-Coats torque converter—acts as an infinitely variable gear, thus dispensing with the gear-box.

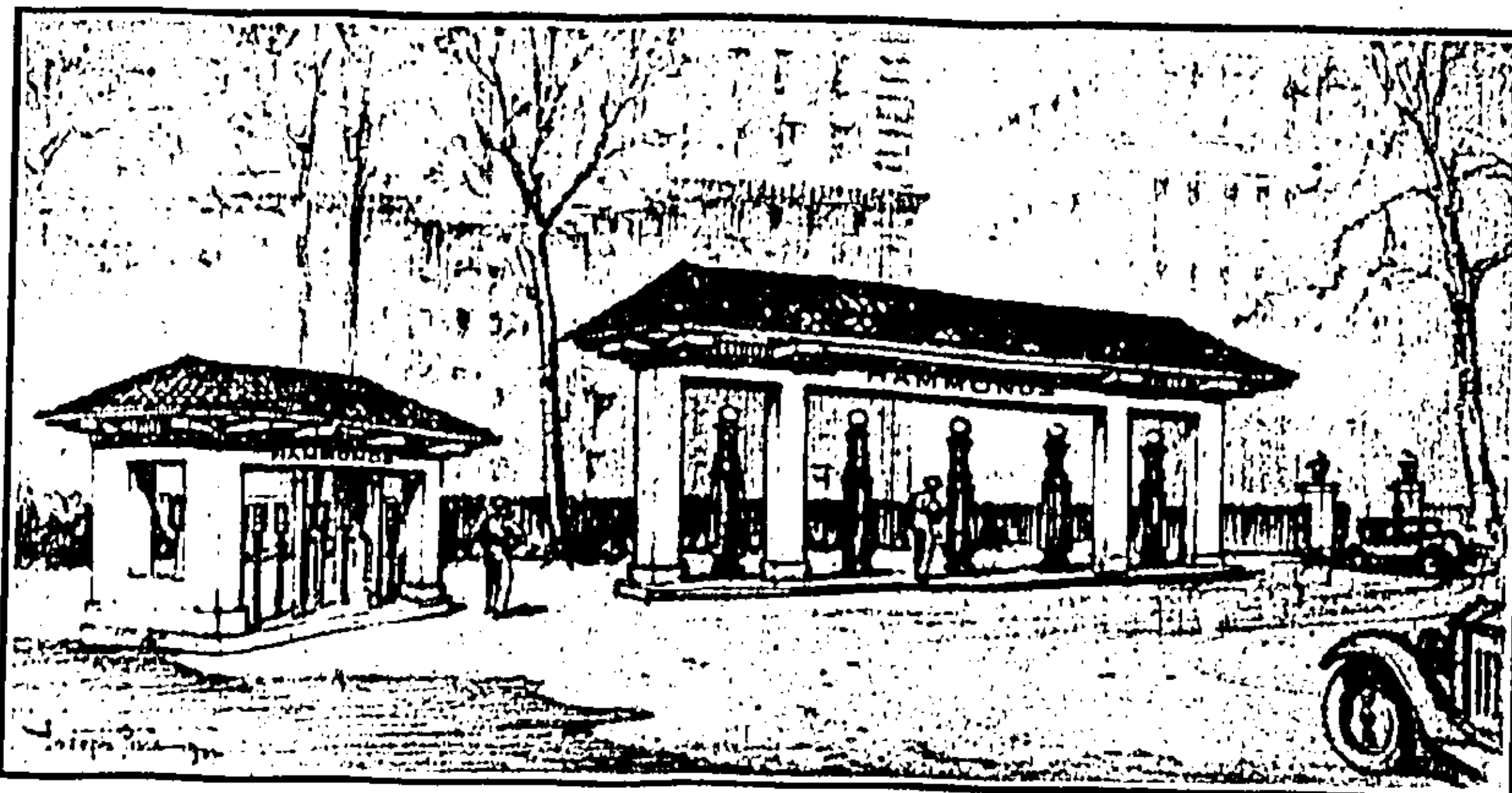
The device works on hydraulic principles, and consists of three main members. The drive component acts as a centrifugal pump, and causes liquid to impinge against blades on a second member connected to the propeller shaft.

A series of pivoted blades secured to a fixed sleeve comprise the third member. The blades control the path of the liquid through the vanes on the second (or driven) member. As the blades pivot automatically, they ensure that the angle is always correct for the power being transmitted.

A steady acceleration is provided, and tests on gradients of up to 1 in 10 have shown that the converter sets itself exactly to the load.

The whole device is housed in the flywheel, a small gear-box being provided for reversing. A large cone clutch is incorporated in the converter to provide direct drive when required.

THE WORLD'S MOST COSTLY FILLING STATION SITE.



The above picture shows the petrol service station recently opened by the Hammond Pump and Equipment Company, in what was the forecourt of Lansdowne House, Mayfair, London, where land is said to be worth £400,000 an acre. Even so, Hongkong can boast some artistic Service Stations, especially one on the Praya Reclamation built by the Texas Company, and a later building erected by the A.P.C.

PERTH TO BRISBANE.

**Australian's Long
Motor Trip.**

When he arrived in Brisbane on Sunday, June 5, Mr. J. J. Cadden completed a journey of 3,650 miles from Perth in his Vauxhall car. Mr. Cadden travelled alone.

Mr. Cadden left Perth on Monday, May 16, and proceeding via Northam, Southern Cross Coolgardie, Norseman, Bellodonia sheep station, Cocklebridge, Mundrabilla station, Nullarbor, Penong, Wudinna, Port Augusta, arrived at Adelaide on Saturday, May 28, after a journey of 1,780 miles.

The country between Norseman and Penong, 778 miles, is a lonely stretch, entirely free of any population, with the exception of the sheep stations at Bellodonia, Mundrabilla, and Nullarbor, and a lonely trapper with his camp alongside the water tank, which is known as Cocklebridge.

This country consists of limestone ridges, with stunted trees and saltbush and short stretches of plain. The journey from Perth to Adelaide was very lonely on account of the great areas which are uninhabited.

After leaving Adelaide the journey was continued via Kingston, Yambuck, Melbourne, Gundagai, Sydney, and Uralla, thence through Toowoomba to Brisbane. The last lap on Sunday, June 5, was from Uralla to Brisbane, a distance of 411 miles. The total trip of 3,650 miles was completed in 20 days, an average of 182 miles per day.

The Vauxhall car gave no trouble whatever, and Mr. Cadden stated that, except for replenishing oil and petrol, the bonnet was not lifted during the whole of the trip. It is interesting to note the petrol consumption, which was 147 gallons for the total distance of 3,650 miles, averaging approximately 25 miles per gallon.

Mr. Cadden is a civil engineer by profession and is well known in the rifle shooting world, having won the King's Prize in Brisbane on two occasions and the Longfield Aggregate in Sydney. At Bisley, England, Mr. Cadden obtained second place, thus winning the "Silver Cross."

AN UNUSUAL TRUANT.

Patrols of The Automobile Association have so many unusual experiences that they are not easily surprised, but recently a patrol near Nutley (Sussex) rubbed his eyes when he saw a Wombat straying on the road.

To capture the animal proved no simple matter, as the truant took cover in a gully and stoutly resisted. A struggle followed but eventually the A. A. patrol managed to dislodge the Wombat by smothering it out, he then lassoed the animal and returned it to Pippinford Park whence it had escaped.

HUMAN ENDURANCE CONTESTS.

The Desire to Establish Useless Records.

THE QUEST OF MRS. VICTOR BRUCE.

Last week-end Reuter cabled the news that Mrs. Victor Bruce had set out (or up) with the avowed intention of surpassing the record set by the Hunter Brothers in the United States, who remained aloft for no less than 23 days in an aeroplane. The intrepid British airwoman proclaimed her intention of staying up for no less than a month, and an elaborate plan for refuelling re-victualling her machine was announced. As it happened, her plans came to nought, for within 18 hours, she was forced to descend owing to a broken petrol pipe. At the moment of writing this criticism, news has not reached the Colony that the project has been re-attempted, but it is fairly safe to assume that it will be ere long.

The question arises: What earthly good can be derived from any one or two persons staying up in an aeroplane for such a long time? If the object is to test the ability of an aeroplane to stand the strain of actually flying for an indefinite period, it should not be a difficult matter to change pilots in the air. In actual practice, the most strenuous strain would be to employ the same machine in constant flying, merely landing to change pilots and re-fuel, and then up again; for by so doing, the aeroplane would indeed be subjected to a particularly severe test, and one's feelings would be with the pilots after a month's running or so. By that time, defects might be anticipated, but the object of

testing the mechanical factors of flying would certainly be achieved. Even assuming that such a test were necessary, or that it would add very much to flying knowledge, it would be extremely foolish. How much more so is it for a mere human to attempt to conquer the endurance of a machine?

One cannot visualise the dawn of an era when the people of the earth will find it necessary to remain in the air for weeks on end, unless this mortal sphere is visited by a flood as in the days of Noah. Should such a calamity occur, there would be a pardonable desire to remain in the air although in such an eventuality, the question of refuelling might, and probably would, negate the intention.

The fact that the subject lends itself for levity is sufficient to condemn it from the scientific and serious aspect. One might well ask: Mrs. Bruce why she had decided to potter about the ether over Hampshire and the Isle of Wight. Surely, a month in the air would justify one in seeking something different in the way of land or seascape! Why not see how much progress could be made in the direction of the moon, say, in two weeks, with relays of supply aeroplanes along the route. That would allow two weeks for the return if the worst came to the worst.

If this sort of stunt is persisted in, we shall begin to think of the term "air-mindedness" in its most vacant sense.—F.P.F.

SUMMER TROUBLES.

Hints on How to Avoid Them.

By Chiltern in the "News-Chronicle."

Summer and heat waves bring motoring pleasures and worries. Among the worries are—keeping passengers (and engine) cool; minimising the dangers from thunderstorms and avoiding the annoyance of insect stings.

The chief effect of hot weather is felt by the tyres and the engine. If there is an inclination for the engine to overheat see that the fan belt is not slipping; that the radiator is properly filled and change the oil in the crankcase for a thicker type of the same brand.

In regard to tyres, particularly if they are rather worn, they are likely to burst under too high a

pressure. If the day is really hot you can safely let down the pressure until the tyres bulge a little, and after 10 or 15 miles you will find them tight again.

Cooling the interior of the car without causing draughts is a problem which can only be solved by experiment with windows and windscreen openings. No two cars behave alike in this respect, coachwork and speed having to be taken into account.

"Car-Elbow." The driver may find that he suffers from "car-elbow" and sharp pains in the forearm after a hot day's drive. A strong rubber band at the bottom of the coat sleeve and the keeping of the elbow inside the car are the remedies.

A number of readers seem perturbed about thunderstorms and lightning when in the car. To decide the proximity of lightning is a rough-and-ready method is counting. If you can count five between seeing the flash and hear-

DO NOT CHEAT

that good engine in your car with a slow and weak battery. A good battery and a well-serviced battery are the "life" of a car. SEE TO IT THAT THE SPARK IS THERE!

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ing the following thunder you have no need to worry, for lightning is quite a mile away.

If lightning is almost immediately overhead in the open country—that is, if the flash of lightning and the thunder come almost simultaneously—I should advise seeking shelter and leaving the car to its fate. When the road is dry the risks of the car being struck are intensified. If, however, the road, car and tyres are all thoroughly wet I doubt if serious damage would be done. Of course, never shelter under a tree.

Insect Pests.

And now we come to the worst aspect of summer motoring—for girls—the hornets, wasps, bees, ants, gnats, midges and mosquitoes, which love to inflict pain on silk-clad legs. It is a wise move, before the picnic food is spread, to make more than a casual inspection of the ground.

TRAVELLING SURGERY.

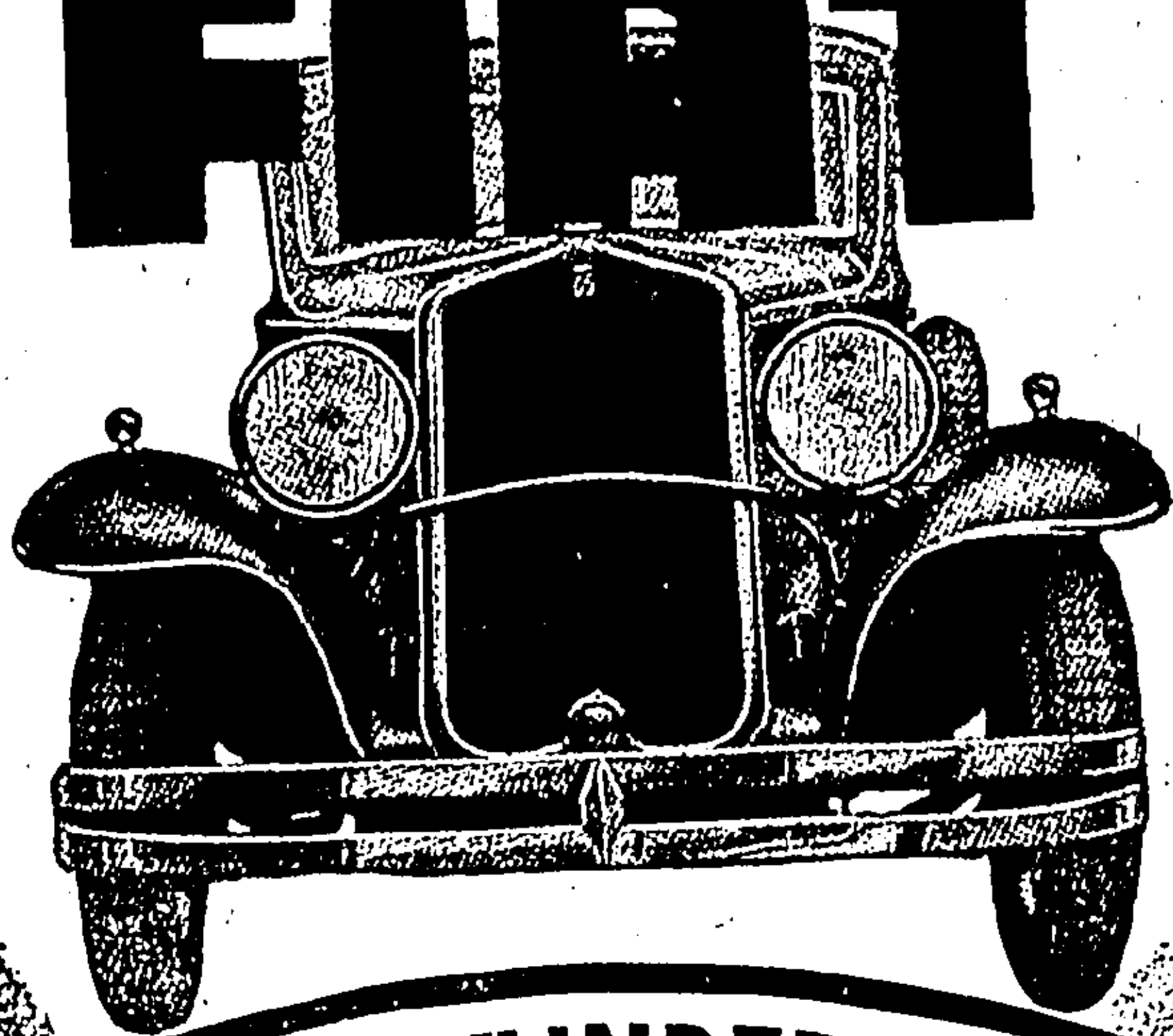
Morris Commercial Cars, Ltd., of Birmingham, have supplied to the Isle of Ely County Council's Education Committee what is believed to be Great Britain's first completely equipped travelling dental surgery.

The chassis is of the robust "TX" type, allowing a platform space of 78 sq. ft. The personnel of this interesting unit includes a nurse, in addition to the dental surgeon, and two distinct compartments are provided—a waiting-room and the surgery itself.

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MOTOR RACING STILL WORTH WHILE.

Still More to Learn, Says Sir Malcolm Campbell.

If there is one question about motoring which I have to answer more frequently than any other, it is that of whether or not racing any longer serves a useful purpose.

As often as not the questioner supplies his own answer by adding that racing has by now yielded all its lessons and that the designer and the manufacturer would be better employed in the development of the standard production.

There has never been a time in my experience of motoring and motor-cars when this question was not asked and answered in the same way. At no stage in the development of the car that I can remember have I not heard that there was no more need for racing, because all its lessons had been learnt and all that remained was properly to apply them to touring-car practice.

More than twenty years ago, for instance, our own governing body, acting under advice from the British motor trade, actually dropped all its racing programmes and put a ban upon the promotion of races by all other bodies. Only the track events at Brooklands were excepted. That racing no longer served any useful purpose was not the only reason given for this action, but that was a part of the anti-racing propaganda of the day.

Stagnation.

Those who professed this point of view declared that what were in those days known as reliability trials were of infinitely more use than racing, since they were restricted to standard cars as sold to the public, and were calculated to give to the purchaser exactly the information he needed to enable him to separate the sheep from the goats. Truly a counsel of stagnation!

Then came the war, which was the greatest of all reliability trials for the motor-car. That taught us a lot, though the lessons it conveyed had very little effect on design or in increasing the efficiency either of the motor itself or of the vehicle as a whole. The war's influence on the motor-car was mainly produced through the lessons learnt in the air.

Aero-motors underwent an enormous improvement, and a few of the lessons thus learnt were embodied in the design of the car engine. But for several years after the war the motor-car showed very little advance, and it was not until racing, particularly road-racing, was resumed and special types of cars evolved to take part that design began materially to progress again. Since then the record has been one of continuous advance in design and in all-round efficiency.

Ten Years' Advance.

Types have been evolved for everyday use which are almost unbelievably in advance of those of even ten years ago. I am certain that the new motorist of to-day has no conception of how much better a car he is buying than was available a decade ago.

Ten years ago, for example, the old Two Hundred Miles race for 1½-litre cars was well won at a speed of about 87 miles an hour. That we thought a marvellous performance by engines of such small dimensions. To-day one might have a hope of winning with a car which would keep up a steady 120 miles an hour. How long would it have taken to achieve the same progress in any other way than by racing? The answer is that it could not have been done.

It may be asked what good it is that a 1½-litre car can be made to travel at more than 120 miles an hour—speed far in excess of that required on the roads. The reply is that the 1½-litre car of commerce will not reach anything like that speed, but that it embodies in its design and construction many of the lessons learnt in making its racing prototype into the flying vehicle we know on the track and in the classic road races.

And not only does it embody those lessons in what I may call active shape, but not less valuable is the fact that its designer has learnt, also, what to leave out, with the result that the buyer of the motor-car of to-day is getting a car which, in addition to its qualities of speed and efficiency, is almost uncannily dependable when judged by the standards of the past. And its cost of upkeep has been steadily reduced.

Out of racing has been evolved one type of car which is not only extremely popular with the public but which has placed motoring de-

nitely within the reach of the million. I refer to the type known as the "baby" car.

The First "Baby."

It is true that even before the war we had it with us, as, for example, the Baby Peugeot, which was, I think, the first attempt to produce a tiny car for the man of limited means. It was a good little car, but, compared with cars of the same size to-day, it would seem a joke.

It was a worthy effort to meet a want, and showed more than a little fore-sight, but, in the state of engineering knowledge at the time it was produced, it was far behind that of to-day. Racing had not taught us how to get real power out of small dimensions.

I suppose the 7-h.p. motor of 1932 will develop three times the horse-power of the same nominal rating, and that without calling in such aids as super-charging. If racing had done nothing more than give us this efficient type of small car it would have justified all the expenditure and all the thought and trouble of both manufacturers and amateur racing motorists.

Not only has racing given us engines of super-efficiency, engines that convert every atom of fuel into useful power, but it has taught the designer how to get the maximum amount of the power thus generated down to the point at which it is wanted—the road wheels.

It is of no avail to get the last heat unit out of the fuel fed to the cylinders if we are to lose it in overcoming frictional and other losses, between engine and road. Nor does it serve any useful end to generate power merely to push along several hundredweights of redundant wood and metal.

One of the most useful results of racing has been the tremendous increase of the power to weight ratio. As new methods of design have resulted in the power generated in motors of a given dimension being enormously increased, so the use of special steels and the increased employment of the light alloys have enabled weight to be

reduced. This, I submit, is almost entirely due to racing and the lessons learned therefrom.

More to Learn.

It remains to ask whether we have learned all we can from racing on road and track. The answer must be "No." I would not go so far as to say that we can achieve as great an advance in the next ten years as we have in the past, but I maintain that there are still many things we do not know about the car and its mechanism, and which can be cleared up only under the terrific stresses of racing the completed machine.

I suppose the designer of thirty years ago imagined that he had not much more to learn about his job. It is obvious that he did, or he would have produced something different from the car of 1902, with its enormously heavy components, its high centre of gravity, and its slow-running, unbalanced engine with pistons the size of stable buckets.

It was racing that taught him he did not know as much as he had thought, and it was racing that enabled him to test new theories and new methods. And, after thirty years of progress and improvement, it is still pertinent to ask whether we know all that is to be known, or whether those of us who may be alive thirty years hence will wonder why we were

content with the crude affairs we called motor-cars in 1932?

If design is not to stagnate we must have racing, and, in my opinion, we must have racing between cars specially designed and built for racing. I do not believe we learn half as much from racing more or less standard production models, even when these have been severely modified for the purpose.

Racing Cars Pay.

Always the manufacturer must have before him the effect on his business of a failure of his team to finish, or even of finishing far down the list. He cannot afford to take chances, and thus there are many promising ideas and theories which might have a profound effect on design, but which might never see the light of day. In a racing machine all these theories and ideas can be tried, and if they fail the reputation of the standard production does not suffer.

For these reasons I should like to see a return to building special racing cars for the big events, reversing the policy which has virtually restricted these big races to the standard car modified for the occasion.

I know that times are hard and that racing cars cost endless money to build, but the policy of building them has succeeded in the past, and I believe it would have an equally profound effect in the future.

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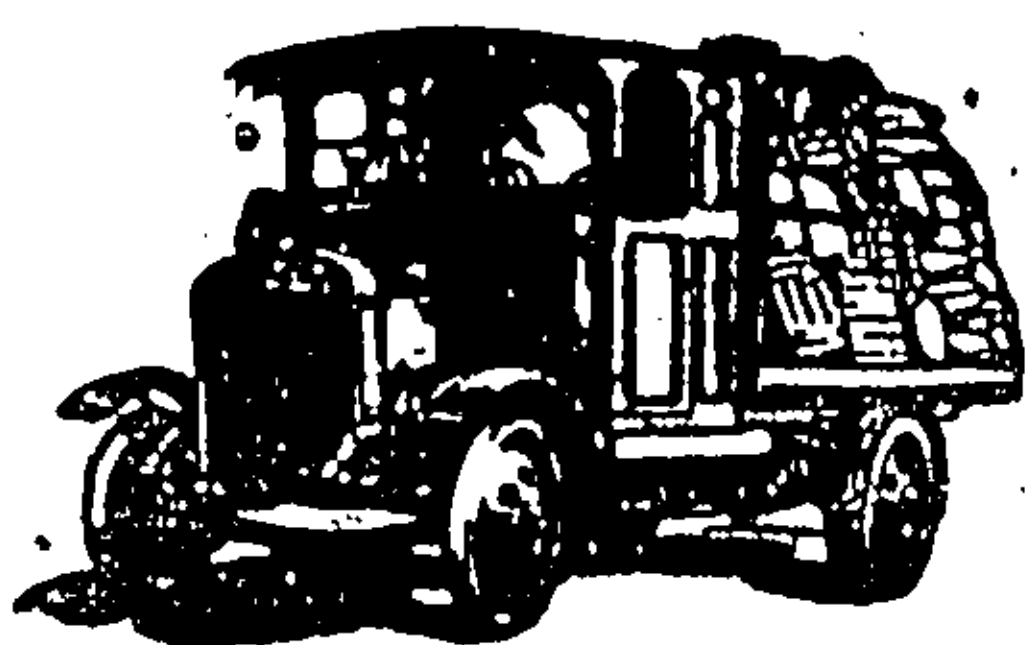
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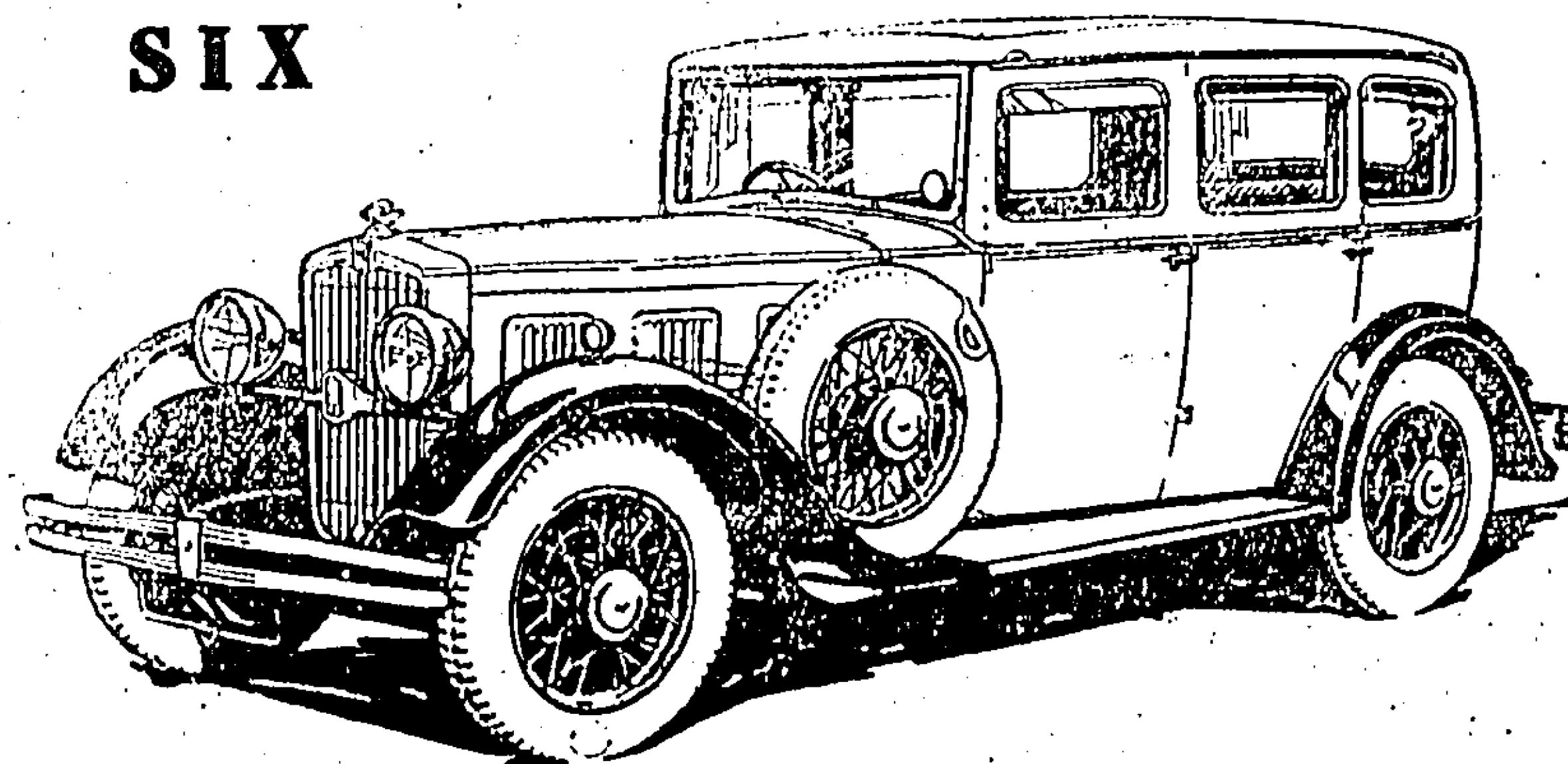
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MOTOR NOTES FROM GREAT BRITAIN.

Special Report to the Hongkong Telegraph By "R. A. C."

The Popularity Of The Saloon.

The Home Market Analysis of Motor Vehicles recently published by the Society of Motor Manufacturers & Traders is full of interesting and informative data both for the trade and for the student of this important industry. It is not perhaps surprising to learn that the supremacy of the saloon car in Britain has now reached a percentage of 92, but few people are aware that this popularity was achieved, as it were, suddenly. It was as recently as 1928 that the percentage of new registration of these models rose to 70, as compared with 46 in the previous year.

To September, 1931 there were in Great Britain 1,103,715 private cars of all types and, of these, the light car up to 8 h. p. bore a relationship to the total of approximately 17%, and the medium car of 12 h. p. 23%. For the entire United Kingdom, there were, in 1931, 41.7 persons per private car.

Contracts For £6,000,000.

Within 24 hours of the announcement of the Standard programme for 1933 contracts for 32,000 cars had been received at the Coventry works, representing in value over £6,000,000. The early announcement of the new season's models was rendered necessary by the demand for 1932, which was such as to render the supply of cars sanctioned for that period quite inadequate.

In addition to new editions of the well known "Little Nine," "Big Nine," "Sixteen" and "Twenty," two new six-cylinders, the "Little Twelve" and the "Big Twelve," are included in the 1933 lists. The former is a car built on the lines of the "Little Nine," but with the added power and performance of an engine rated at 12 h.p. The "Big Twelve" is rated at 13.5 h.p., and otherwise closely resembles the Standard "Big Nine."

Altogether it is a vigorously progressive programme and the improvements and additions to the plant at Canley should ensure an immediate increase in production. To-day is the day of the light car and firms specialising in its manufacture report busy times. Sales of the Triumph Co., for instance, are stated to be 30 p.c. higher than those of last year and the outlook continues good.

An 8,000 Miles Dash.

Capt. Yates-Benyon has entered upon a sporting contest in his attempt to cover the 8,000 miles from London to Calcutta by road in less time than that taken by the liner "Manora" which left on the same day. This means that he must arrive at his destination in 32 days and on the last stage of the run, from Quetta onwards, an attempt will be made to cover the 1,700 miles practically non-stop, with an additional driver who will take turns with Capt. Benyon. The car is a Hillman Minx open tourer and the only alteration from standard is the fitting of larger tyres.

A fleet of Hillman Wizaras has been ordered for the use of the surveyors and engineers employed on the construction of the new pipeline by the Irak Petroleum Co. So far forty have been despatched, while two Humber Pullman limousines were recently shipped. These latter were fitted with 7-inch tyres.

A Huge Undertaking.

The construction of the pipeline from Kirkuk on the Tigris to Tripoli and Haifa is one of the greatest commercial enterprises at present in progress and will take many years to complete. The

line across the Irak desert, devoid as it is of towns, railways or roads, calls for an immense amount of transport of a special and thoroughly reliable nature. A number of Commer Raider chassis, for instance, are on order and on these ambulance bodies will be mounted for use in the area in which work is proceeding.

A fleet of special Thornycroft vehicles has been ordered to assist in the huge task of transporting in all some 150,000 tons of pipes and these will be called upon to operate under extremely arduous conditions with temperatures as high as 130 degrees. The 6-ton rigid 6-wheeled Amazon chassis with an Eagle semi-trailer unit constitutes the type selected for this work and is capable of carrying about twelve tons of pipes varying between 30 and 40 feet in length.

The Amazon chassis has been modified in certain details for this important work; there is a Still tube radiator, for example, and special air filters are fitted, while additional supplies of lubricating oil and petrol are carried, as well as a 28-gallon tank of drinking water.

The special Scammell vehicles which have been ordered for the new oilfields have for their basis the Pioneer type cross-country rigid 6-wheeler. In this the front axle is of a special rocking type, allowing a full 2 ft. of free articulation without distortion of the frame. The rear axle is the subject of a Scammell patent. Instead of having the usual twin axle with double differential gear, a single full floating axle is employed with overhead worm. At the end of each axle shaft is a spur pinion which meshes with an idler pinion on either side, which in turn meshes with a spur wheel mounted on the stub axles. The drive is thus positive, so that whatever the front wheel does its rear fellow on the same side must follow. The special patented arrangement of the rear axle allows one wheel on one side to be as much as 2 ft. above its fellow on the same side.

In Burma. Considerable ingenuity was displayed in the construction of a number of specially built Leyland Terrier 6-wheelers now in service in the oilfields in Burma.

The steering and controls were centralised in order that extra long pipes could extend forward over the front axle, instead of over-hanging at the rear, bolsters being placed on the chassis frame to support this weight.

The design of the chassis was so arranged as to give exceptionally large ground clearance; all such mechanisms as brake rods, silencer and transmission lines being arranged in such a way that rough ground could be traversed without fear of damage to the machine.

Effective And Actual Length.

The difference between effective and actual length is a matter of the utmost importance in the case of a motor lorry. If the overall length of the vehicle be reduced and the goods platform extended, the lorry becomes effectively longer though actually shorter.

An excellent example of this is to be found in one of the latest models produced by Abbot Motors of Glasgow. Their standard 40/45 cwt. lorry is 19 ft. long and carries a platform 10 ft. 9 in. long. They have now, however, produced a model embodying similar components, but with the driver's seat placed alongside the engine, so that the space taken up by the cab is saved. On the new model the platform length is 12 ft.—an increase in effective length of 15 in.—but the overall length is decreased by nearly 14 in.

Carrying Stock.

England's Royal Agricultural Show always includes some motor vehicle exhibits which are well worth inspection and there was plenty to be seen at Southampton this year.

On Messrs. Sparshatt's stand, for example, there was an ingenious cattle truck mounted on a 3½-ton Dennis chassis. This will accommodate 9 beasts, while for carrying 50 sheep or pigs, the machine can be converted into a double-decker. For this purpose the upper floor is made in sections, which are permanently hinged to the body sides and secured in a vertical position until needed. A loading ramp is carried in two sections hinged together between the floor of the body and the chassis frame, a pulley being employed to raise it to the upper deck level.

Beauty And Utility.

That a petrol filling station can at once be a thing of beauty and utility has been proved beyond dispute in the new station which now stands in what was the forecourt of historic Lansdowne House in the very heart of the West End of London.

There, in a most artistic setting, the Hammond Pump concern has established Gallograph electrically-operated petrol pumps, oil pumps and air and water services on a site which is reputed to be worth something like £400,000, an acre.

THORNYCROFT MOTOR VEHICLES.

Transporting 150,000 Tons of Pipes.

To assist in the gigantic task of laying a pipe line from the oil fields in Irak across the Trans-Jordanian Desert to the Mediterranean coast, a distance of 1,200 miles, the Irak Petroleum Co., Ltd., have ordered a fleet of twelve special Thornycroft vehicles. A great deal of the pipe line will lie across desert country, and in all some 150,000 tons of pipes will be needed to complete the task. It will be appreciated that the vehicles selected for such a contract must not only be capable of carrying heavy loads across barren country, but they must be reliable under extremely arduous conditions. Temperatures as high as 130 degrees, for instance, are sometimes encountered, and the way often lies across sand and over steep rocky hills.

The Thornycroft vehicles selected are capable of carrying about twelve tons of pipes varying between thirty and forty feet in length. The 6-ton rigid six-wheeled Amazon chassis forms the basis of the outfit, and to this is attached an Eagle semi-trailer unit capable, if need be, of being uncoupled from the tractor portion and supported at its forward end on steel-tyred wheels lowered for the purpose. Single 12.75-20 in. pneumatic tyres are fitted to all six wheels of the tractor, while twin tyres of the same size are provided on the trailing axle. When the vehicle is fully laden the weight is divided, roughly, as follows: 2 tons 2 cwt. on the front axle, 5 tons 2 cwt. on each of the driven axles and 5 tons 10 cwt. on the trailing axle.

A Difficult Trial.

We were able to witness a trial of the first of these machines over the military cross-country course near Aldershot. The vehicle was laden with about 13 tons, consisting of 18 pipes of about 35

feet in length, and it was run across country, through deep, soft sand and even up a loose-surfaced gradient of 1-in-5½. To those who have never seen a cross-country type of vehicle put through its paces it would seem almost impossible that such a heavy load could be conveyed with such ease over country of this nature. But the Thornycroft managed it with no trouble at all, and it performed, figures of eight in the soft sand as easily as a taxicab turns in the Strand.

The Amazon chassis is a rigid six-wheeler of the military type, powered by a six-cylinder overhead valve engine (4.3/8 x 5.1/4 in.), and it has been modified in small but important details to meet the extreme conditions. Special air filters are fitted on the intake side, and a tropical radiator of still tubes keeps the engine at a reasonable temperature. A reserve supply of eleven gallons of lubricating oil is carried, additional tanks enable sixty gallons of petrol to be carried, while there is a special twenty-eight gallon tank of drinking water—a very necessary feature on trans-desert journeys. In the very hot climate the cab is kept as well ventilated as possible by holding the doors slightly open with stays, and as the doors are hinged at the back a draught is induced into the interior. The cab roof is a double one with an air space between to insulate it from the sun's rays.

Auxiliary Gear Box.

In addition to the normal four-speed gear box there is an auxiliary box giving a further reduction of 2½ to 1. Final drive is by two overdriving worm axles, and the rear suspension of the tractor is by the usual four half-elliptic springs, designed to distribute the load evenly between the two axles under all conditions and

MOTOR-CYCLING.

Ariels in South Africa.

The news of a new victory for the Ariel motor-cycle has been received in cable from the Ariel representative in Johannesburg. The Durban-Johannesburg race is the most important speed event in South Africa, and annually attracts the interest of motor cyclists all over the world.

Many of the famous riders in South Africa take part in this event which is open to motor-cyclists of unlimited horse power. The road conditions, which for many miles of the course are notoriously bad, the rider having to contend with very rough, loose stony conditions and terrible "pot-holes," make the performance of Woolfe on an Ariel more amazing still.

The heat and the clouds of yellow dust thrown up by the riders puts a terrible strain on a motor-cyclist, and calls for very great endurance on the part of the rider. Throughout the distance of 403 miles Woolfe, on an Ariel fought a terrific battle with machines of much greater engine capacity.

Steadily he maintained his position among the leaders, smashing all previous speed records for the 350 c.c. class. His time for covering the distance was 8 hours 5 min.

To allow the wheels to accommodate themselves to uneven ground without twisting the frame or springs. The mean wheelbase of the tractor is 14ft. 3in., but the Eagle semi-trailer wheelbase is variable, the rear-most springs being secured to a sub-frame bolted to the main trailer frame. This sub-frame can be bolted in any one of several positions on the main frame to suit the length of load that is being carried. Brakes on the trailing wheels are applied by hand wheel, and there is a seat at the back of the trailer for a brakeman.

Messrs. John I. Thornycroft &

BREAKDOWNS.

Some of the Causes Analysed.

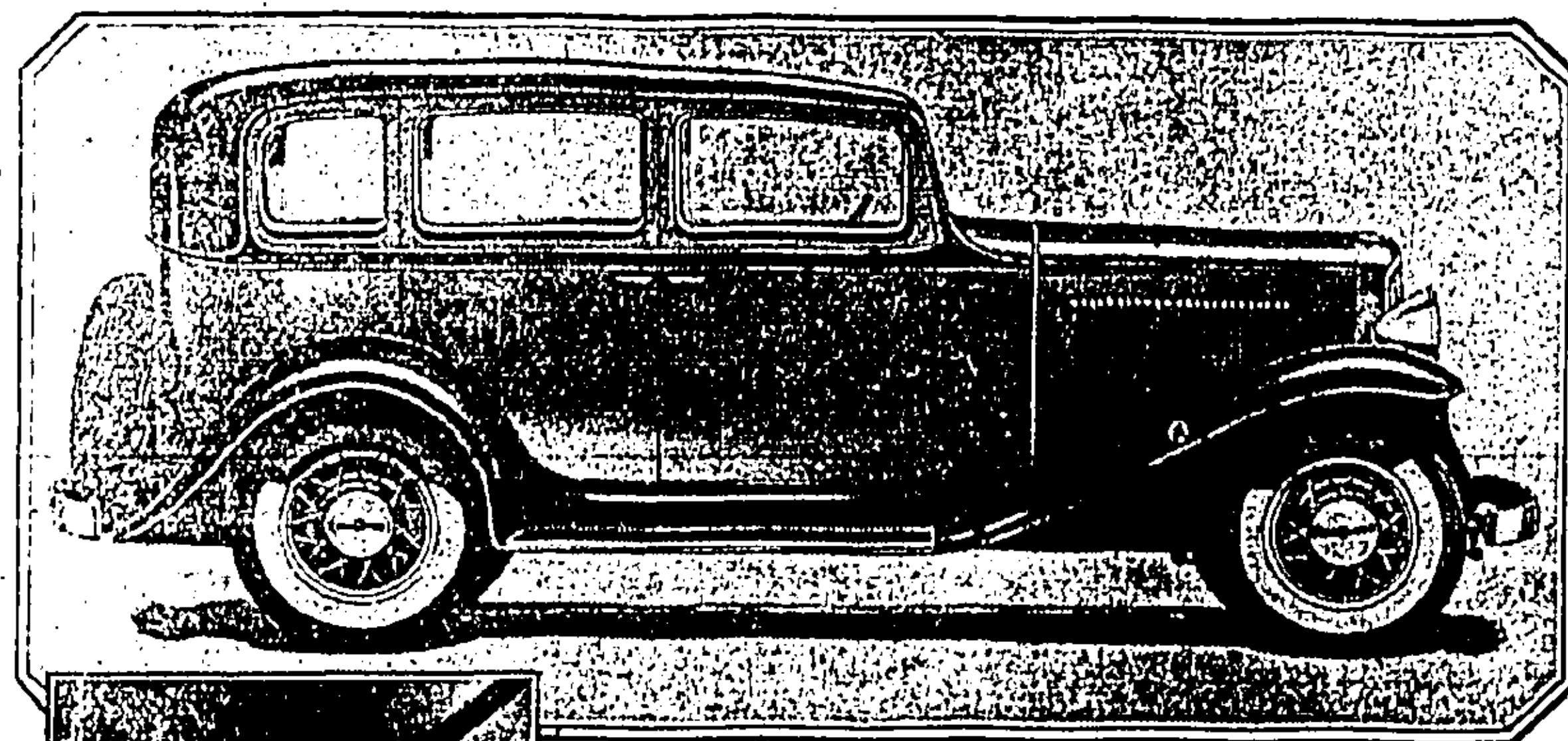
Brief reference previously has been made to the published 1931 results as disclosed by analysts of the R. A. C. "got-you-home" service in Britain which affords relief to members in distress.

The following table shows the percentage of the total breakdowns attributed to various causes, and affords a reliable indication of the ills from which the modern car occasionally suffers, although in the opinion of the R.A.C., a considerable number of the failures reported were not due to faults in the cars themselves, but very largely to neglect:—

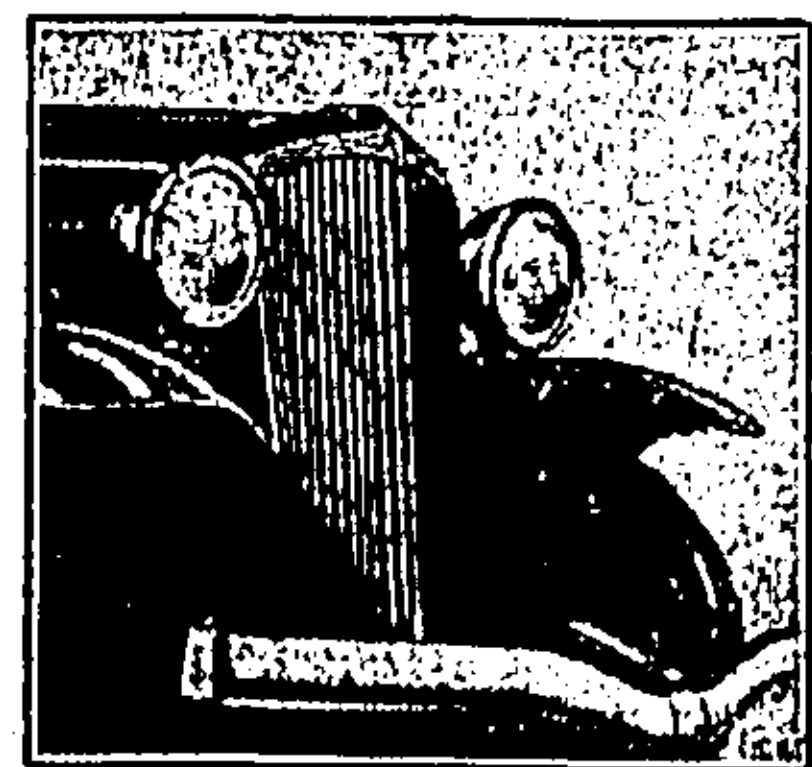
	Percentage.
1.—Power Unit.	
(a) Ignition	20.8
(b) Carburation	3.6
2.—Engine.	
(a) Cylinders and pistons	10.1
(b) Valve Mechanism.	
Camshaft. Lay shaft.	
Secondary and timing gear	2.6
(c) Valves	1.3
(d) Lubrication	2.2
(e) Water circulation	2.2
(f) Crankshaft7
(g) Not stated	5.6
(h) Starting	1.0
3.—Transmission and Brakes.	
(a) Clutch	6.3
(b) Gearbox	1.9
(c) Couplings, Universal joints and propeller shafts	4.2
(d) Brakes3
4.—Back Axle.	
(a) Axle shafts	13.6
(b) Differential9
(c) Bevels and worms	1.0
5.—Front axle and steering	3.2
6.—Road wheels and suspension	4.1
7.—Lighting failures	2.0
8.—Accidents	12.3

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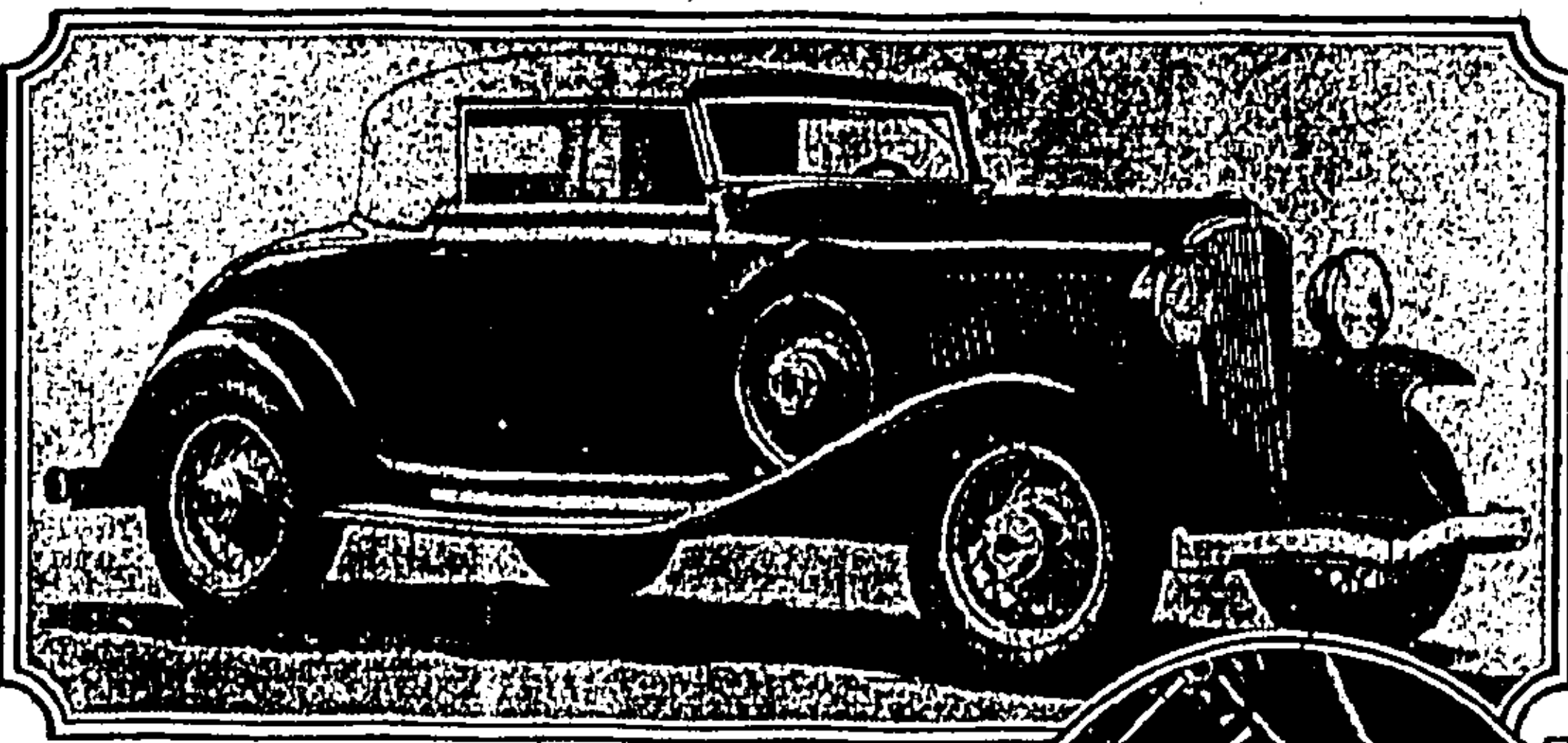
Rockne Six Offers Quality at Low Price



Below—A smart V-shape radiator shell features the modern styling achieved in the Rockne Six. One-piece steel wings lend the swank of custom salon cars. The wide, symmetrical bumper is faced with chromium as are radiator shell and headlamps. The radiator, bonnet, top and the front and rear mudguards effectively blend in an ensemble that pleases the eye while fulfilling the requirements of the latest research in motor car wind resistance.



Long, low and aerodynamically streamlined is the Rockne Six "75" five passenger, 4-door sedan shown above. The powerful six cylinder motor develops 73 horsepower and assures a smooth, consistent high cruising speed. The unusual chassis length—114 inches—relieves it of that condensed appearance which makes the low price of other inexpensive cars so evident. Convertible sedan, convertible roadster and coupe models also are available on the Rockne "75" chassis. Wire wheels are standard equipment, as are free wheeling and synchronized shifting.



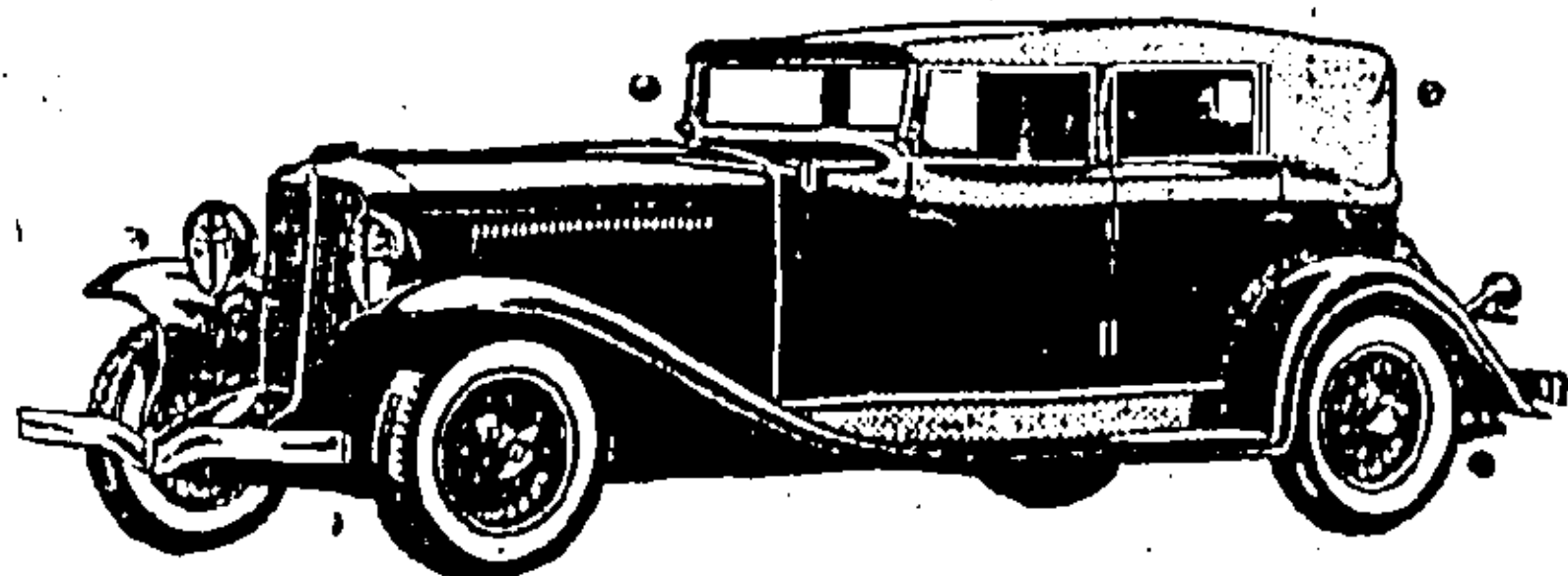
Abundant roominess; adjustable front seat; three-spoke, steel core steering wheel; adjustable steering column and aviation type instruments feature the Rockne Six "75." Free Wheeling control is located on fascia at left of steering column. Hand brake lever and gear change lever are forward, in the Rockne Clear Way Front Compartment. This new positioning allows the driver to enter or leave through either doorway with ease.

The long wheelbase of the Rockne "75" is supplemented by an extra wide rear tread which not only accentuates the exterior proportions of the car but makes possible a wider rear seat than has been customary in cars of this price. The interiors are upholstered and furnished in the manner of costlier cars. The Rockne Six is manufactured by Rockne Motors Corporation, a Studebaker subsidiary, with offices and factory in Detroit, Michigan, U.S.A.

Note the slanting louvers, sloping radiator and sloping wind-screen of the Rockne Six "65" convertible roadster. This ultra modern car, mounted on a 110-inch wheelbase chassis and powered by a 66 h.p. engine, has been designed and built to standards of quality never before achieved in the low-priced field. The power plants of the Rockne Six have that notable freedom from vibration that is inherent in all Studebaker sponsored engines. In keeping with the practice followed in high priced cars, engineers have further defeated vibration by cushioning Rockne engines in live rubber at all four points of suspension, as illustrated at right.

NEW AUBURN STRAIGHT EIGHTS DUAL RATIO

Dual Ratio, exclusive with Auburn and special equipment in all Custom Models gives you the equivalent of two cars in one; in the hills a most efficient hill climber; on the straight-away a smoother, quieter performance at high speeds with less wear and tear on the motor and running parts. On the boulevard or in the country with your car moving 20 to 60 M.P.H., turn the Dual Ratio lever on the instrument panel from Low Ratio to High Ratio and while your car continues at the same speed the motor speed drops down one-third of its former speed. Less vibration, quieter, and more economical.



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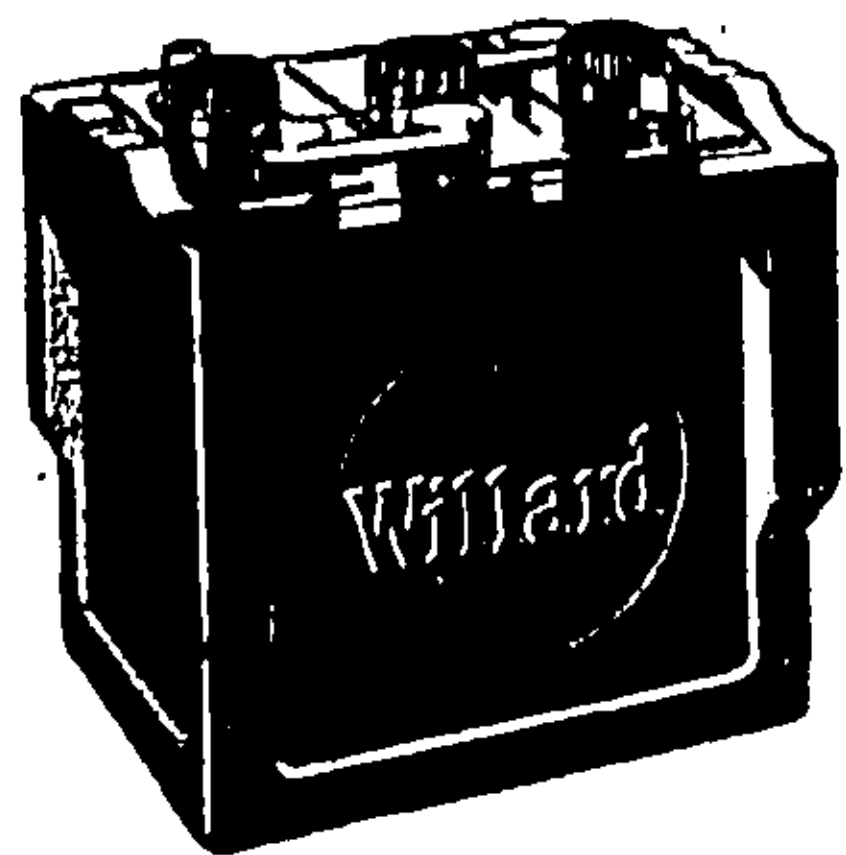
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MRS. BARNEY IN THE BOX

STORY OF ANOTHER
WOMAN

'MICHAEL WAS FOND OF HER'

Mrs. Elvira Dolores Barney went into the witness-box at the Old Bailey to give her version of the incidents at her flat in a Knightsbridge mews early on May 31, when Thomas William Scott ("Michael") Stephen was shot dead.

She was later found not guilty of murdering Stephen.

Her evidence and a searching cross-examination by Sir Percival Clarke, leading counsel for the Crown, lasted 100 minutes.

The earlier witnesses—Sir Bernard Spilsbury, gun experts, police officers and the prison doctor—did not take up as much time as had been expected, and when it became known that Mrs. Barney would soon be in the witness-box the Court, already full, became uncomfortably crowded.

The seats reserved for counsel were so crowded that barristers actually sat on the floor. The number of people who gathered in the gangways made it almost impossible to get in or out of the Court.

Mrs. Barney Called.

There was a hush as Sir Patrick Hastings, K.C., leading counsel for the defence, quietly called "Mrs. Barney."

She rose from her seat in the dock and, with a wardress on either side of her, walked to the witness-box. She was pale and trembling and appeared to be oblivious of the scores of faces turned in her direction.

Her voice was little more than a whisper as she took the oath and Sir Patrick asked her to raise her voice while giving evidence.

Quietly she told how she became acquainted with Stephen and frankly admitted that she became his mistress and that she provided him with money out of her private income. She was devoted to him though they had frequent quarrels.

If she could have obtained a divorce from her American husband, she said, she would have married Stephen.

There was another woman, and she alleged that Stephen had gone with this woman playing bridge and gambling. She and Stephen had frequent quarrels, but they were over money and not over the other woman.

In order to show that she was devoted to Stephen, she said that

she had made a will leaving everything she possessed to him.

On the night of the tragedy, she stated, he spoke of leaving her, and she said that if he did she would commit suicide. In order that she should not shoot herself, he took her revolver out of the room.

She followed, and there was a struggle for possession of the weapon.

Sir Patrick Hastings here asked Mrs. Barney to tell in her own way as much as she could remember of what followed.

"I Did Not Shoot Him."

Mrs. Barney gave her answer slowly, and with several long pauses between words.

"We struggled for the revolver," she said. "He had it. I wanted it back. I kept saying, 'Give it to me.' I do not know whether he said 'No,' but we struggled. It became more and more wild. I do not know how the revolver was, in what position. I was so unhappy. I was crying. We were fighting. Suddenly I heard a shot."

Have you ever had in your life any desire to shoot Michael Stephen?—Never.

Has there ever been anyone in your mind of whom you were fonder than of Michael Stephen?—No, never.

Did you shoot him that night?—No.

In cross-examination she said that to a certain extent the disagreement between her and Stephen was over the other woman. He was fond of her.

"Was it nothing more than that?" asked Sir Percival Clarke with emphasis. "No," said Mrs. Barney in a whisper.

"Don't you think so?" persisted Sir Percival. Again Mrs. Barney answered "No."

Sir Percival—When he said he was going to leave you, did you think he was going to leave you for this other woman?—No, I did not think that.

Who did you think was going to keep him?—I thought he would probably try to keep himself by gambling. He thought he was very successful at it.

You, I suppose, were very anxious that he should not leave you for her?—Well, I did not think he was going to leave me for her.

In his final speech to the jury Sir Percival reviewed the evidence in detail and said that undoubtedly the cause of the trouble was another woman.

"It has now been sought to say that the subject of the quarrel was his gambling with Mrs. Barney's money," he said.

"No motive is sufficient to justify such an act, but motives may explain it, and I suggest to you that there is no motive more forceful or powerful than jealousy for doing things the consequences of which

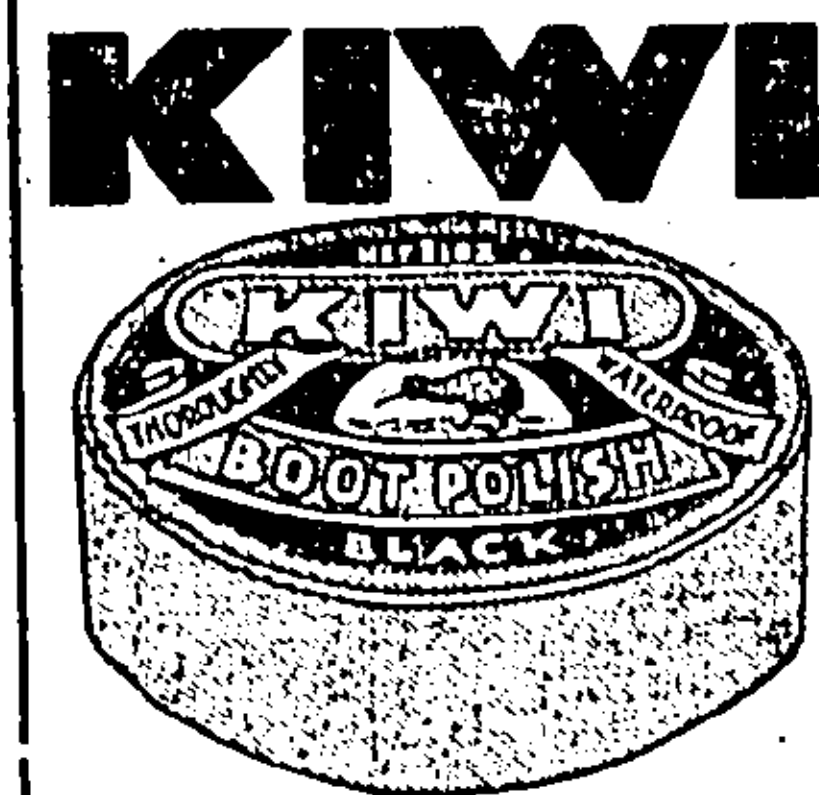
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you may not at the moment appreciate, and the consequences of which brings sorrow afterwards."

Speaking of the struggle, he suggested that common sense and reason would tell them that even if Mrs. Barney had not got the revolver when the struggle started, she had got it when the shot was fired.

A BROKEN DOWN SYSTEM.
This is a condition (or disease) to which many names are given but few really understand. It is simply weakness—a break down as it were, of the vital forces that sustain the system. No matter what may be its cause (they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is essential in all such cases is increased vitality—vigour, vital strength and energy to throw off these morbid feelings, and as night succeeds the day this may be more certainly secured by a course of **THE NEW FRENCH REMEDY, THERAPION No. 3** than by any other known combination. So surely as it is taken in accordance with the printed directions will the shattered health be restored. **THE EXPIRING LAMP OF LIFE** and new existence imparted in place of what had so lately seemed worn-out, used up and valueless. This preparation is suitable for all ages, constitutions and conditions, in either sex; and it is difficult to imagine a disease or derangement be speedily and permanently overcome by this recuperative essence, which is destined to cast into oblivion everything that had preceded it. For this wide-spread scourge of humanity, Dr. L. G. L. Co. (L. G. L. Co. Ltd., 10, N. W. A. London, E.C. 4).

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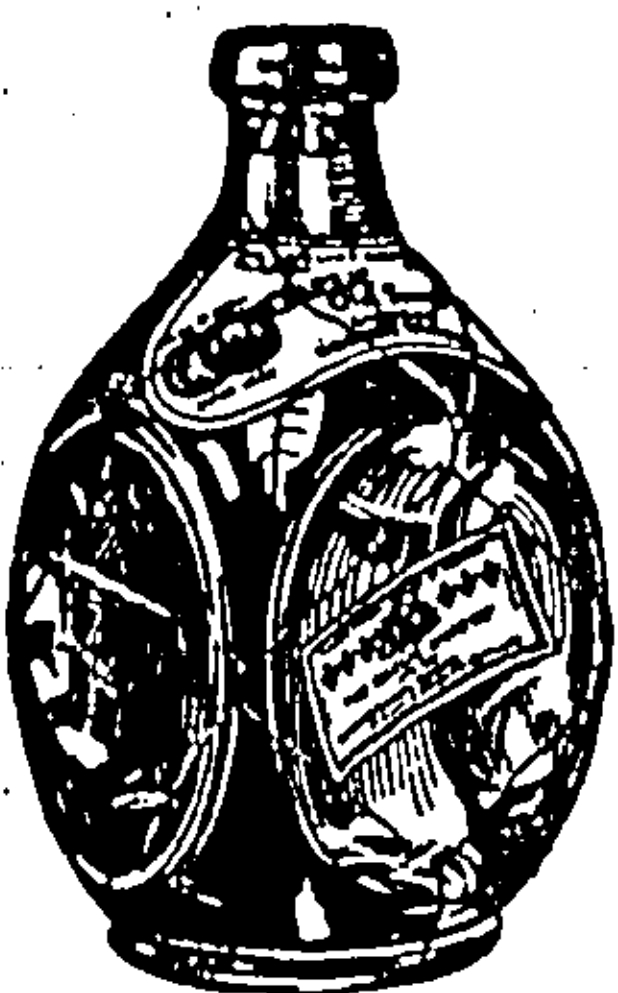
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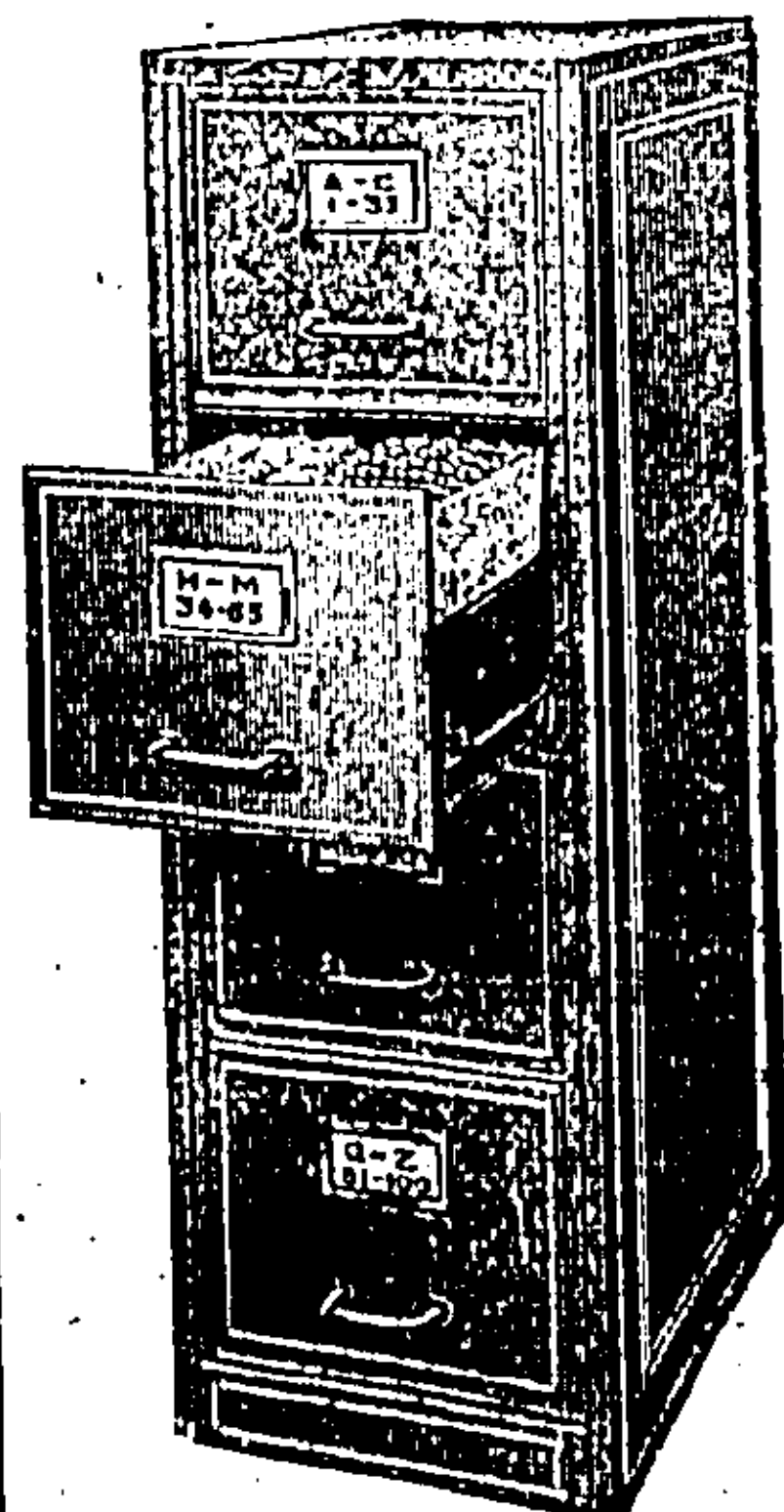
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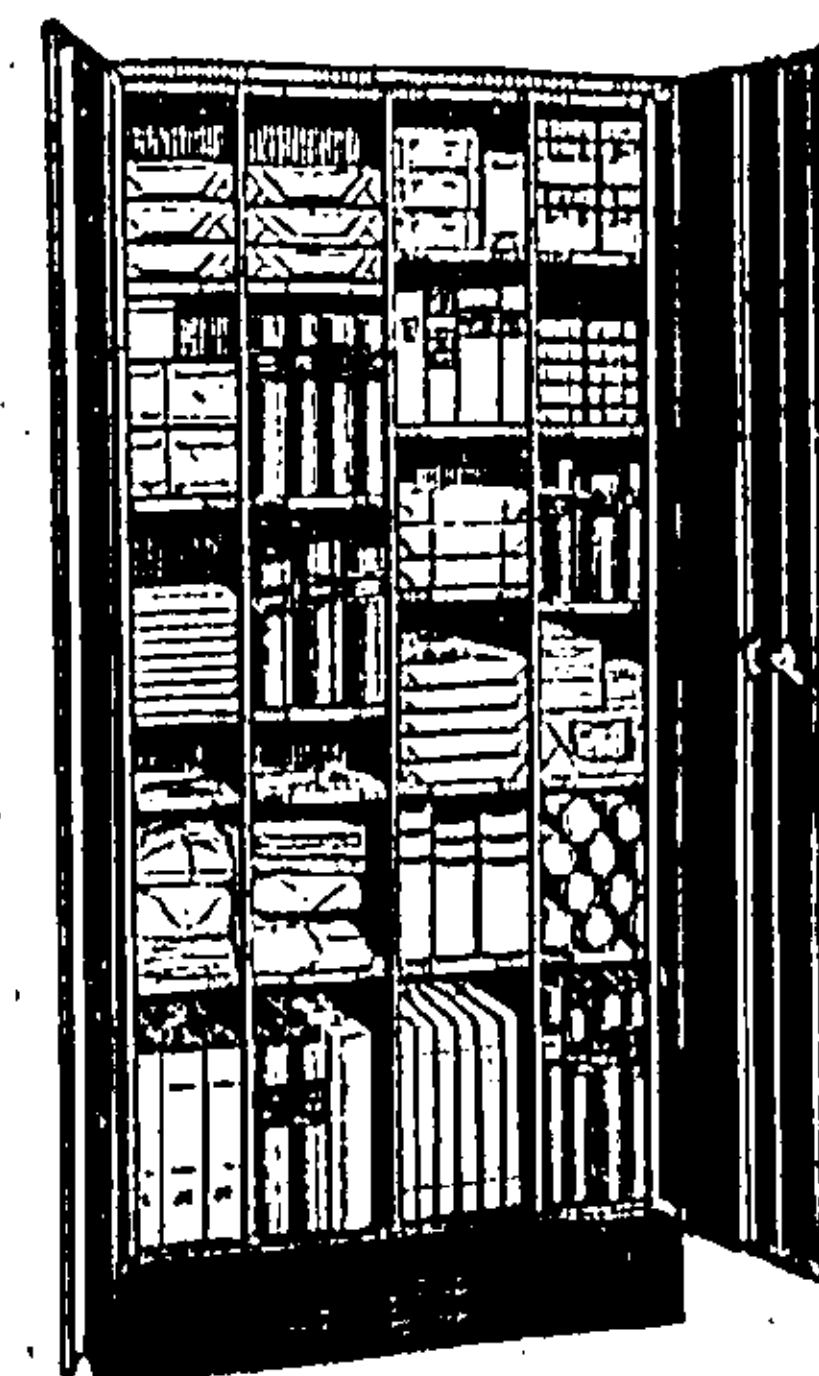
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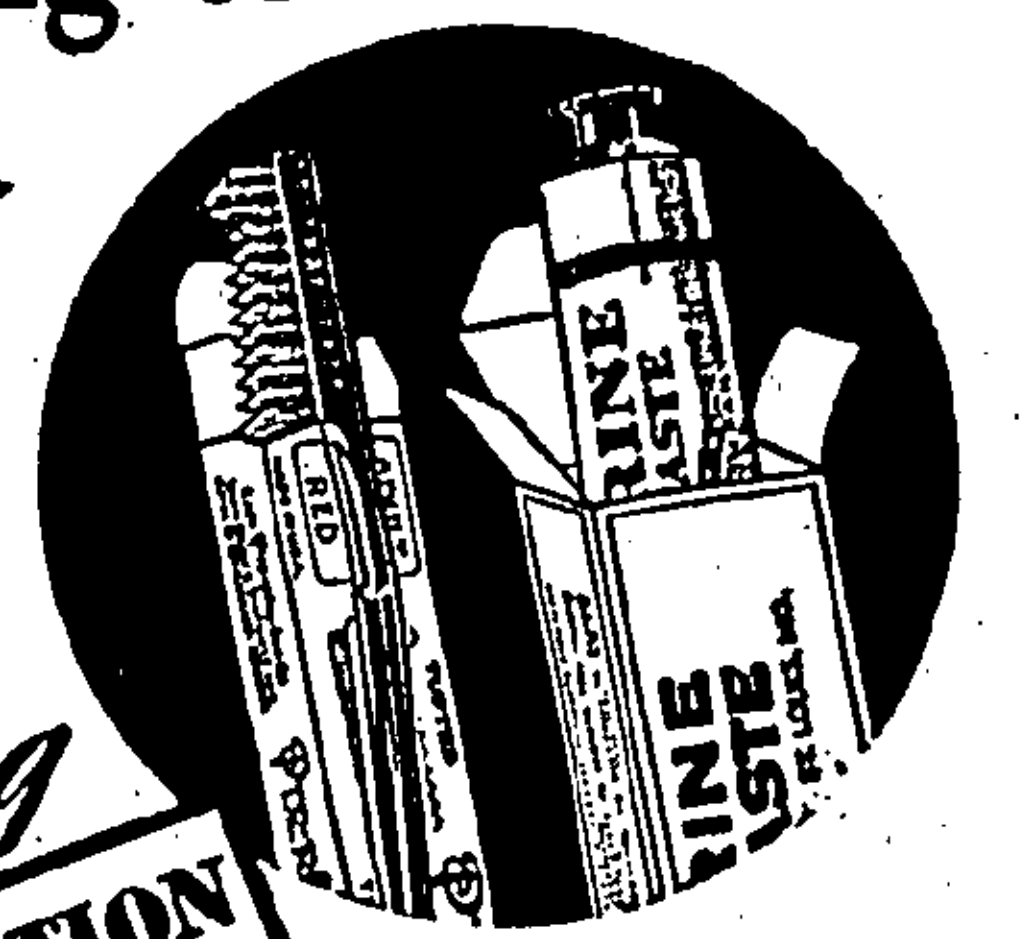
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THE VOLUNTEERS

CORPS ORDERS FOR THE COMING WEEK

Hongkong Volunteer Defence Corps
Orders by Lieut. Colonel G. Bird,
D.S.O., O.B.E. Commanding Hong-
kong Volunteer Defence Corps.
Friday, Aug. 12.

Parades.

(a). Battery.—There will be a lecture on Thursday, August 18th, at Headquarters at 5.30 p.m. on "General Principles of Gunnery." Everybody is expected to attend as this is the first preliminary lecture of the training season.

(b). Corps Signals.—1. Parades at Corps Headquarters at 5.30 p.m. on Tuesday, 16th, August, and Friday, 19th, August for Signalling Instruction. 2. Musketry practices will be fired at the Peak Range on Sunday, 21st, August. Firing will commence at 9.30 a.m.

(c). Armoured Car Section.—There will be a parade for the whole Section at Headquarters on Monday, 15th, instant at 5.30 p.m.

(d). A.A.L.A. Company.—No. 1 Sec. A.P.C. and No. 2 Sec. H.K. Electric. The usual weekly instruction parades are suspended till further notice. Instead, the two Sections will parade together on the first Thursday of each month at A.P.C. Installation, North Point at 5.30 p.m. Members are strongly urged to attend intermediate parades as often as possible with No. 3 Section, Centre, at Headquarters every Monday at 5.30 p.m.

Other Sections will parade according to the following time table:
No. 3 Section, Centre, at Headquarters at 5.30 p.m. on Monday, 15th, instant.

No. 5 Section, Kowloon Cricket Club, at Kowloon Cricket Club at 6 p.m. on Tuesday, 16th, instant.

No. 4 Section, Kowloon Dock, at Kowloon Dock at 5.30 p.m. on Friday, 19th, instant.

(e). Portuguese Company.—The course of classes and lectures on interesting and instructive subjects will be continued during the month of August, on Tuesday evenings at 5.30 p.m. in the Lecture Room. All N.C.O.s are expected to attend, and any other member of the Company who is interested may do so. When the training season commences, the position regarding existing N.C.O.s and promotions generally, will be reconsidered in the light of the attendances at these lectures.

The sixth lecture will be on Tuesday, 16th, August. Subject: "Field Engineering with particular application to defence systems of an Infantry Battalion" by an Instructor, R.E.

(f). The Officers Commanding the undermentioned Units will issue their Orders separately to their Commands:

I. Engineer Company.
II. Machine Gun Troop.
III. Motor Machine Gun Section.
IV. Machine Gun Company.
V. Scottish Company.
VI. Anzac Company.

Lecture Room. Allotment Of. Lecture Room will be allotted to the following Units:
Monday, 15th, August—Armoured Car Section.
Thursday, 18th, August—The Battery.
Thursday, 25th, August—The Battery.

Kennedy Road Range. Allotment Of. Kennedy Road Range will be allotted to the following Units:
Monday, 15th, August—Motor Machine Gun Section.
Monday, 22nd, August—Armoured Car Section.

Promotion.

No. 1862 L/Cpl. J. D. H. Crawford, Machine Gun Troop, promoted Corporal with effect from 12th, August, 1932.

Transfer.

No. 1694 Pte. S. A. Gray, Machine Gun Company Headquarters, in transferred to Reserve Company as from 6th, August, 1932.

Struck off the Strength.

Having left the Colony.
No. 1208 Pte. A. Reid, No. 7 Platoon, as from 11.8.32.
Having been dismissed.
No. 1475 Bdm. R. A. Crestejo, Corps Band, as from 10.8.32.

Strength.

The following have been taken on the Strength:
1923 Pte. E. V. Critchley M. M. Gun Sec. 8.8.32.
1923 Tpr. W. A. Mackinlay M. G. Troop. 10.8.32.

Leave.

No. 1519 Pte. A. T. Bralley, No. 1 Platoon, granted one month's sick leave from 26.7.32 to 25.8.32.
W. H. G. COOPER, CAPTAIN, Adjutant, H. K. V. D. Corps.

FOOTBALL MEETING.

ST. JOSEPH'S ANTICIPATE GOOD SEASON

St. Joseph's footballers held their annual meeting yesterday, at the Office of N. S. Moses and Co. Ltd. Mr. C. A. Goldenberg was in the chair.

Addressing the meeting Mr. Goldenberg asked those present to stand as a respect to the late Mr. F. I. Marques, who was a very keen supporter of the College football team until his death.

Mr. Goldenberg said that last year the college did very badly, the first team winning only one match while the third was just as bad. But in spite of that they had enjoyed a season of really good football.

NEW YORK STOCK EXCHANGE.

A.O.F.C. QUOTATIONS FOR YESTERDAY

New York, Aug. 12.
Dow Jones Average: Aug. 11 Aug 12
30 Industrials 88.90 89.11
20 Rails 28.63 28.28
20 Utilities 20.16 20.07
Messrs. E. A. Pierce & Co. report:
The market is uncertain. Business done—3,700,000 shares.

Price	Last	To-day's
Air Reduction	\$51 1/2	\$50 3/4
Allied Chemical	78 1/2	73
Dye	56 1/2	73
American Can	113 1/2	106 1/4
American Telephone & Telegraph	78	73 1/4
American Tobacco	78	64
Auburn	20 1/2	28
Borden Company	13 1/4	12 1/2
Consolidated Gas of New York	55 1/2	52
Drugs, Inc.	42	39 1/4
Du Pont de Nemours	39 1/2	34 1/4
Eastman Kodak	53 1/2	48
General Electric	18 1/4	16 1/2
General Foods	28 1/2	25 1/4
General Motors	15 1/2	13 1/2
International Tel. & Tel.	11	9 1/2
International Harvester	32 1/2	27 1/2
Liggett and Myers	27 1/2	25 1/4
Loew's Inc.	55 1/2	51
Pacific Gas & Electric	28 1/2	27 1/2
Pennsylvania Railroad	15 1/2	13 1/2
Radio Corporation	37 1/2	34 1/4
Sears Roebuck	22 1/2	19 1/4
Standard Oil Company of N. J.	34 1/2	32 1/4
Socoy-Vacuum Corp.	11 1/2	11 1/4
Union Carbide & Carbon	25	21 1/2
United Aircraft	67 1/2	63 1/2
United States Steel	14 1/2	13
Westinghouse E. & M.	34 1/2	31 1/2
Ex div.		

—Reuter.

THE GERMAN REPUBLIC.

CONSTITUTIONAL DAY CELEBRATED

Berlin, Aug. 12.
Threats by the Nazis to interfere with yesterday's observance of the thirteenth anniversary of the Republican Constitution did not materialise, and the celebrations passed off quietly.

President Hindenburg and members of the Government met in the Reichstag, when the Minister of the Interior, Baron Von Gayl, addressed the audience, emphasising the need for reforming the Constitution, which was separating rather than uniting the nation; but which was still the foundation on which all must stand.

He suggested reform of the electoral system by the establishment of an Upper House, with the same government for Prussia as for the Reich.

After Herr Von Papen had called for cheers for a united German people, President Hindenburg took the salute of a Reichswehr Guard of Honour, drawn outside the Reichstag, in the presence of a huge crowd cheering enthusiastically for the President.—Reuter Special.

CREWE WORKS TO CLOSE DOWN.

UNECONOMIC PRODUCTION OF STEEL

London, Aug. 12.
Rationalisation of the railways has resulted in the decision of the London, Midland and Scottish Railway to cease manufacturing its own steel and to close its Crewe works on September 30 on the ground that it is an uneconomic proposition at present.

The Company has decided that the expenditure to modernise its forge and rolling mills is unjustified in view of the capacity of the existing steel plants in Britain and the national importance of the economic production of steel.

The decision does not involve the abandonment of Crewe as a railway centre. The displaced staff, numbering between 500 and 600 will receive a retiring gratuity and free removal in the event of obtaining employment elsewhere.—Reuter.

OTTAWA PROGRESS.

PLENARY SESSION VERY SHORTLY

Ottawa, Aug. 12.
If its work proceeds in the manner hoped for, it is understood that a plenary session of the Conference will be held on August 16, when the bulk of the work will have been completed. This does not necessarily mean the end of the labours of the Conference, which

SHARE PRICES

TO-DAY'S QUOTATIONS

The following is the list of local share quotations issued to-day:

Banks.
Hongkong Bank, \$1540 aa.
Hongkong (Lon. Reg) \$113 n.
Chartered Bank, \$13 n.
Mercantile Bank, A. & B. \$21 n.
Mercantile Bank C., \$9 1/4 n.
East Asia, \$109 n.
Am. O. Finance Corp., \$25 n.
China O. Fin. Ord., \$16 n.
China O. Fin. Pref., \$14.60 n.

Insurances.
Canton Ins., \$1410 n.
Union Ins., \$470 a.
China Underwriters, \$280 b.
China Fire, \$620 b.
H. K. Fire Ins., \$1200 n.
International Asso. Tls. 4 n.

Shipping.
Douglases, \$26 n.
H.K. Steamboats, \$22 1/4 b.
Indo-Chinas, (Pref.) \$46 n.
Indo-Chinas (Def.), \$32 n.
Shell (Bearer) 47/- n.
Union Waterboats, \$20 b.

Mining.
Benguet, \$16 1/2 s.
Kailans, 23/6 n.
Langkats (Single), Tls. 4 n.
S'hai Explorations, Tls. 2.10 n.
S'hai Loans, Tls. 2.30 n.
Raubs, \$38 1/2 b.
Venz: Goldfields, 1 1/2 n.
Benguet Exp., 31 cts n.

Docks, etc.
H.K. & S. Wharves \$139 b.
H.K. & W. Docks, \$19 b.
S. China Motors, \$10 n.
S. China Motor B., \$8 n.
Providents (old), \$5 b.
Providents (new), \$2.30 n.
Hongkew, Tls. 218 n.
New Engineering, Tls. 6 n.
Shanghai Docks, Tls. 84 n.

Lands, Hotels, etc.
Hotels (old), \$11 n.
Hotels (new), \$10.65/70 aa.
H.K. Lands \$76 1/2 b. x Div.
S'hai Lands, Tls. 24 1/2 n.
Metropolitan Lands, Tls. 10 n.
Humphreys, \$16 n.
H.K. Realities \$10.80 n.
Asia Realities "A", \$165 a.
Asia Realities "B", \$263 1/4 a.
Chinese Estates, \$105 n.
China Realities, Tls. 11.40 n.
China Debentures Tls. 96 1/2 n.

Cottons.
Ewo Cottons, Tls. 14.50 b.
S'hai Cottons, Tls. 70 n.
Zongong Sings, Tls. 11.10 n.
Wing On Textiles (S.) \$145 n.

Public Utilities.
Tramways, \$23 b.
Peak Trams (old), \$16 n.
Peak Trams (new), \$7 1/2 b.
Star Ferries, \$93 1/2 n.
Yaumati Ferries (old), \$34 1/4 b.
Yaumati Ferries (new), \$33 1/4 b.
China Lights (old), \$18 b.
China Lights (new), \$17.50 b.
H.K. Electric, \$77 1/4 aa.
Macao Electric, \$24 n.
Sandakan Lights, \$12 n.
Telephones (F.P.), \$28 n.
Telephones (F.P.), \$28.60 aa.
China Buses, Tls. 12 n.
Singapore Tractions, 2/- n.
Singapore Pref. 12/6 n.

Industrials.
Malabon Sugars, \$23 b.
Cald: Macg. (Ord.), Tls. 14 n.
Cald: Macg. (Pref.), Tls. 10 1/2 n.
Canton Ices, \$6 a.
Cements (com.), \$15.90 b.
Cements (old), \$10 1/4 n.
Cements (new), \$6 n.
H.K. Ropes, \$13 n.
Agriculturals, \$10 1/4 n.

Stores, etc.
Dairy Farms, \$27.85 b.
Watsons (old), \$12.80 b.
Watsons (new), \$12 1/2 n.
Der. A. Wings, \$1 n.
Lane Crawfords, \$5.50 b.
Mackintoshes, \$21 n.
Sinceres, \$15.75 n.
Wm. Powells, \$3.35 n.
Wing On (H. K.), \$265 n.

Miscellaneous.
Amusements, \$19 1/4 b.
Entertainments, \$13 1/2 n.
S. C. Enterprises, \$3 1/4 n.
United Theatres Tls. 5 n.
Macao "Greyhounds", \$10 n.
Constructions (old), \$7.50 b.
Constructions (new), \$1.70 n.
B. Ind. G. & Bonds, \$60 1/2 n.
H.K. Govt. Loans, 3% Pre. aa.
Wallace Harpers, \$12.90 n.
China Sports Ltd., \$10 n.

may continue for a day or two, especially to enable inter-Dominion agreements to be concluded under the aegis of the Conference.

A committee which is to be established in London will continue the work of the Committee of Economic Co-operation, and will consider, inter alia, what form of consultation of the Empire will be desirable in order to obtain a smooth working of the arrangements reached at the Conference.

It is noticeable that the Statute of Westminster has been frequently cited during the discussions, while the terms "British Commonwealth of Nations" have been meticulously adhered to.—Reuter.

VOICE GUESSING.

THE MYSTERY STARS AT QUEEN'S THEATRE

Crowds at the Queen's Theatre will watch the mystery stars do their stuff in the Flit-Metro-Goldwyn-Mayer Voice Guessing Contest.

Enthusiastic guessers will fill out the Ballot forms supplied in the programmes.

Everybody in town seems to want to try for this prize. The first week's subject in the contest will run until about August 17th. Until then everybody has time to get into the contest with a good start. Next week there will be new stars to guess—and so on for a period of four weeks. All you have to do is to fill in the ballot forms every week. The fifth week a film will be shown that will reveal all the correct identities.

It doesn't cost a cent to enter this contest. All you need is a pencil and an alert mind! Kiddies and grown-ups alike can join in the contest—and everybody has an equal chance to win the prize.

Just remember that—and don't fail to attend the Queen's Theatre this week, and get started right. The first week's subjects are quite easy for anyone who attends the talkies regularly.

It's not often you can have a lot of fun and win a prize at the same time. Each of the little sketches is entertaining—but you don't see the finish of it until the fourth week. The fifth week's film will reveal the names of all the players.

EXCHANGE RATES

	Previous Day.	Yesterday.
Paris	88.15/16	88.11/16
Geneva	17.90	17.83 1/2
Berlin	14.61	14.19/32
Helsingfors	232 1/2	232 1/2
Oslo	19.31/32	19.31/32
Athens	535	540
Buenos Aires	Nom.	Nom.
Shanghai	1/9 1/2	1/9 1/2
New York	3.48 1/2	3.47 1/2
Amsterdam	8.67	8.62 1/2
Vienna	29	29 1/2
Madrid	43 1/2	43 1/2
Bucharest	587 1/2	587 1/2
Hongkong	1/4 1/2	1/4 1/2
Brussels	25.12 1/2	25.1/32
Milan	78 1/2	67 1/2
Frankfurt	118	117 1/2
Stockholm	19.47 1/2	19.15/32
Copenhagen	18.75	18.75
Lisbon	110	110
Rio	5 1/2	5 1/2
Bombay	1/6 1/2	1/7 1/2
Yokohama	1/5 1/2	1/5 1/2
Montevideo	29 1/2	30
Montreal	4.00 1/2	3.98
Belgrade	215	215
Silver (spot)	18.15/16	18 1/2
.. (forward) 19	18.9/16	18.9/16

—British Wireless.

LEAGUE TENNIS

KOWLOON OVERWHELMED BY INDIANS

The Indian Recreation Club scored a sweeping victory over the Kowloon C. C. at Kowloon in the "B" Division of the Tennis League yesterday, winning without conceding a set.

Scores:
A. H. Madar and S. A. Ismail (I. R. C.) beat Dunne and James, 6-2; beat Kengelbacker and Kengelbacker, 6-3; beat Jack and Lee, 6-4.

R. D. Persich and O. Hoosen (I.R.C.) beat Dunne and James, 6-0; beat Kengelbacker and Kengelbacker, 6-2; beat Jack and Lee, 6-3.

A. R. Minu and O. Ismail (I.R.C.) beat Dunne and James, 6-1; beat Kengelbacker and Kengelbacker, 6-1; beat Jack and Lee, 6-2.

12.15-2 p.m. Chinese recorded programme.
1 p.m. Local Time and Weather Report.

2 p.m. Close Down.
8-11.30 p.m. (approx.) European Programme.
8 p.m. Local Time and Weather Report.

8.3-8.45 p.m. A Selection of records from Z.B.W.'s Library.

In a Persian Garden (From "The Rake's Progress" by Omar Khayyam) (Fitzgerald and Lin Lehmann).

8.45-11.30 p.m. (approx.):
A relay of 12th symphonic concert from the Peninsula Hotel, by courtesy of the Management. (During the intervals recorded music will be broadcast from the Studio).

11.30 p.m. Close Down.
KZRM PROGRAMMES.

To-day's broadcast from the Manila station:
6.00 p.m.—Studio Music.
6.15 p.m.—Spanish information period.
6.30 p.m.—English information period.
6.45 p.m.—Dinner Music.
7.15 p.m.—Recitations by Charles F. Lind.

7.30 p.m.—"Viva."
7.45 p.m.—Port Quarter Hour—Anson Weeks and his Orchestra.
8.00 p.m.—Gold Star Quarter Hour—Piano and Johnny Harris.

8.30 p.m.—R.C.A. Victor Shop Programme (Lanzetta and his Orchestra).
8.45 p.m.—Dance Music Day View Hotel Orchestra.
9.00 p.m.—Close down.

9.15 p.m.—Close down.
9.30 p.m.—Union Church Service.
10.15 p.m.—Watch Tower.
10.30 p.m.—European Programme.
11.15 p.m.—Close down.
11.30 p.m.—Bureau of Prisons Band.
11.45 p.m.—Studio Music.
12.00 p.m.—Lanzetta Band Concert.
12.15 p.m.—Talk by Catholic Priest.
12.30 p.m.—Dinner Hour Classical Presentation.
1.15 p.m.—Cebu Programme. Vicente G. Padilla & Guest Artist.
1.30 p.m.—Chevrolet Chronicle.
1.45 p.m.—Radio-Don Programme. Basque Music.
2.00 p.m.—Request Hour.
2.15 p.m.—Dance Music—Day View Hotel Orchestra.
2.30 p.m.—Close down.

RADIO BROADCAST

PROGRAMMES FOR TO-DAY AND TO-MORROW

Broadcast by Z.B.W. on a wavelength of 365 metres. (848 K.C's.).
4-7 p.m. Chinese programme.
7-11.30 p.m. European programme.
7-9.30 A programme of Columbia records kindly supplied by Messrs. Anderson Music Co.

7-7.33 p.m.
Enigma Variations (Elgar, Op. 36)
Sir Hamilton Harty conducting the Halle Orchestra DX322/DX325.

8 p.m.
(Local Time and Weather Report).
7.33-8.35 p.m. Variety.
Orchestra—Carry On.
Orchestra—Oh, Mowgli!

The Masqueraders CH401.
Song—To-day I Feel so Happy.
Song—Just Because I Love my Heart to You.
Renata Muller (Soprano) DB467.
Vocal Duo—One of Us is Crazy.
Vocal Duo—She's Lazy, She's Lazy and She Loves It.

Chick Endor and Charlie Farrell (Comedians) DB462.
Orchestra—White Horse In-Selection.
London Theatre Orchestra DX246.
Song—Snuggled on Your Shoulder.
Song—Love, You Funny Thing.

Kate Smith (Comedienne) DB471.
Descriptive Sketch—In Davy Jones' Locker.
The Jolly Old Sells DB472.
Band—Irving Berlin Walts Songs—Modley.
Vocal Duo—Roses at Dawning.
Vocal Duo—The Voice in the Old Village Choir.

Layton and Johnstone DB466.
8.35-9.10 p.m. Concert Items.
Song—Ships That Pass in the Night (Longfellow and Stephenson).
Song—Vale (d'Arcy and Russell).
Madame Clara Serena (Contralto) 6316.
Piano Solo—(a) Walts in A Flat (Brahms).
Piano Solo—Liebestraum (Dream of Love) No. 3 (Liszt).

William Murdoch 6274.
Chorus—(a) Blow My Bully Boys, Blow (b) Billy Boy (arr. Terry).
Chorus—Island Shelling Song (Hebridean Song).
Greenock Male Voice Choir 4523.

Violin Solo—Cavaria (Monti).
Violin Solo—Madrigale (Almonetti).
Song—O That It Were So! (London and Caron).
A. Robert Poole (Baritone).

9.10-9.30 p.m. Octets.
Souvenir (Drills, arr. Willoughby).
Phantom Minuet (Hofke).
J. H. Squire Celeste Octet DB469.
Toscanini and Andalous (Rubinstein, arr. Sear).
Romance (Rubinstein, arr. Sear).
J. H. Squire Celeste Octet 5218.

Memories of Chopin (arr. Willoughby).
J. H. Squire Celeste Octet DX123.
9.30-11.30 p.m. Dance Programme kindly supplied by the Brunswick House.
Fox Trot—Madrid.
Sillyness.

"Hello! Gorgeous." 4954.
"My Mom." 6304.
Three-Step—Love's Golden Dream. 6303.
The Dorothy.
Tango—My Only Love. 6182.

Waltz—Tell Me Goodnight.
Fox Trot—I Don't Suppose. 6258.
"Lazy Day."
Fox Trot—Evening. 6311.

"When the Lights are Soft and Low."
"Night."
Tell Me Why You Smile, Mona Lisa? 6299.
"Night."
Waltz—Nenth the Silvery Moon M12557.

Fox Trot—The Peanut Vendor. 6300.
"African Lament."
Lard, You Made the Night Too Long. 6309.

"A Moment in the Dark." 6309.
Tango—Camille. 6264.
"Carry On."
Fox Trot—I Can't Forget. 6301.

"Holding my Honey's Hand."
"Lullaby of the Leaves." 6316.
"Good-bye Blues." 6316.
Waltz—With Summer Coming On M12377.

Fox Trot—I Surrender, Dear. M12381.
Tango—Who'll Buy my Veil? M12112.
Fox Trot—My Silent Love. 6308.
"I Can Believe It's True." 6308.

"The Growl."
"Cabin in the Cotton." M12381.
"If I Had my Way 'Bout my Sweetie." M12381.
"Crazy People."
Waltz—Masquerade.

"While We Danced at the Mardi Gras." M12381.
10.30 p.m. Rugby Mid-day Press News.
11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.
A relay of the Service from the Union Church, Kennedy Road.
Preacher—The Rev. Mr. E. G. Powell.
Order of Service.

Hymn—"Lord of all Being, Throned Afar."
Invocation and Lord's Prayer.
Hymn—"O Lord Thou Art my God and King."
Scripture Reading.

Psalm—66.
Hymn—"My God How Wonderful Thou Art!"
Prayer.
Solo—"I Can Portallion—"The Lost Chord" (Sullivan).
Offertory.
Offertory Prayer.

Hymn—"O

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BATSMEN REVEL IN HEAT

YORKSHIRE MAINTAIN LEAD

NAIDU'S GOOD
FORM

Yorkshire continue to reveal their splendid fighting qualities against the determined challenge of Sussex, and once again the "Tykes" have scored a decisive win by an innings and 8 runs. This was accomplished against Essex, in a match full of incident.

Essex, batting first, put together the useful total of 325. Nichols and Taylor thrashing the Yorkshire attack, the former scoring 105 and his colleague 106. Bowes bowled magnificently throughout the innings and was unfortunate in just missing the coveted feat of taking all ten wickets. He was responsible for nine victims at a cost of 121 runs.

When Yorkshire went to the crease they made light of the Essex attack. Herbert Sutcliffe in particular settling down quickly to give a delightful display of free hitting. He rattled up 194 and Yorkshire were able to apply the closure at 476 for 9 wickets.

Maiden displayed sparkling all-round form for the Indians against Somerset, compiling a century and then taking 4 wickets for 39. The result was that the county team were beaten by 163 runs. Nissar (6 for 45) proved another thorn in the side of Somerset.

Middlesex scored at will against Derby but had to be content with first innings points. In their only visit to the crease the London team put together 442. E. T. Killick, the old St. Paul's and Cambridge batsman coming along with a typical innings of 128.

Derby did not shape too confidently and were dismissed for 290, being forced to follow on, but they fairly collared the Middlesex trundlers at the second attempt and easily saved the game, scoring 302 for 6 wickets before the close.

HUGE CRICKET SCORES

SUTCLIFFE 194:
HAMMOND 164

London, Aug. 12.

ENGLAND'S heat wave, which brought with it hard wickets and a batsman's paradise, was taken full advantage of by county cricketers and some tall scoring featured the latest programme.

COUNTY CHAMPIONSHIP.

Yorkshire (476-9 dec.) beat Essex (325 & 143) by an innings and 8 runs at Scarborough.

Surrey (316 & 50-2) beat Hampshire (142 & 223) by 8 wickets at Portsmouth.

Middlesex (442) beat Derbyshire (290 & 302-6) on 1st innings at Lord's.

Worcester (502-9 dec. & 127-1 dec.) beat Leicestershire (371 & 91-1) on 1st innings at Hinkley.

Gloucester (378 & 165) beat Lancashire (276 & 103) by 44 runs at Cheltenham.

Notts (325-9 dec. & 145) beat Northants (267 & 131) by 72 runs at Northampton.

FRIENDLY.

All India (285 & 231-7 dec.) beat Somerset (177 & 179) by 163 runs at Weston-super-Mare.

Batting.

Sutcliffe (Yorkshire) v Essex 194

Hammond (Gloucester) v Lancs. 164

Townsend (Derby) v Middlesex 163

David (All India) v Somerset 130

E. T. Killick (Middlesex) v Derby 128

Gibbons (Worcester) v Leicestershire 126

Taylor (Essex) v Yorks 106

Nichols (Essex) v Yorks 105

Paynter (Lancs.) v Gloucester 103

Walker (Notts) v Northants 101

Bowling.

Bowes (Yorks) v Essex 9 for 121

and 4 for 62

Staples, S. (Notts.) v Northants 7 for 83

and 5 for 52

Nissar (All India) v Somerset 6 for 45

Sibbles (Lancashire) v Gloucester 5 for 52

J. C. Allom (Surrey) v Hampshire 5 for 66

Sinfield (Gloucester) v Lancashire 4 for 19

R. S. Naidu (All India) v Somerset 4 for 30

LANCS DEFEATED

COLLAPSE AGAINST
GLOUCESTER

Walter Hammond's return to batting form has been one of the features of recent county cricket, and his latest achievement was a century against Lancashire whom Gloucester defeated by 44 runs.

Hammond contributed 164 to the Gloucester total of 378, but they were not allowed to repeat this scoring in the second visit to the wicket, Sibbles dismissing them for 165 by taking 5 for 52.

Lancashire displayed miserable form with the bat, only Paynter withstanding the well directed Gloucester attack. He scored 103 out of the initial aggregate of

COUNTY CHAMPIONSHIP TABLE.

Yorkshire (1)	23	14	2	3	1	3	240
Sussex (4)	22	12	3	3	2	5	221
Notts (6)	23	11	3	6	2	1	205
Kent (5)	24	11	3	1	4	3	250
Surrey (8)	24	7	1	9	3	1	172
Somerset (13)	22	7	4	2	6	3	145
Lancashire (6)	23	6	6	5	3	5	136
Middlesex (11)	23	5	6	7	6	1	125
Leicestershire (16)	24	5	9	7	2	1	120
Hampshire (12)	23	6	9	2	5	1	119
Warwick (10)	23	4	4	6	7	2	110
Gloucester (2)	23	5	10	4	1	5	110
Derby (7)	24	4	8	4	5	3	107
Chesham (16)	24	0	1	9	4	1	86
Northants (17)	24	3	12	3	4	2	80
Essex (10)	23	3	11	2	5	4	78
Worcester (14)	21	1	10	5	1	4	68

276. Set with but 268 to win, the northerners again failed, Sinfield causing them discomfort to the extent of taking 4 wickets for 19.

Notts were never seriously extended by Northants although the margin of victory was only 72 runs. Walker scored 101 in the Notts first innings and Sam Staples bowled with remarkable success taking 7 for 83 and 5 for 52 in the two northants innings.

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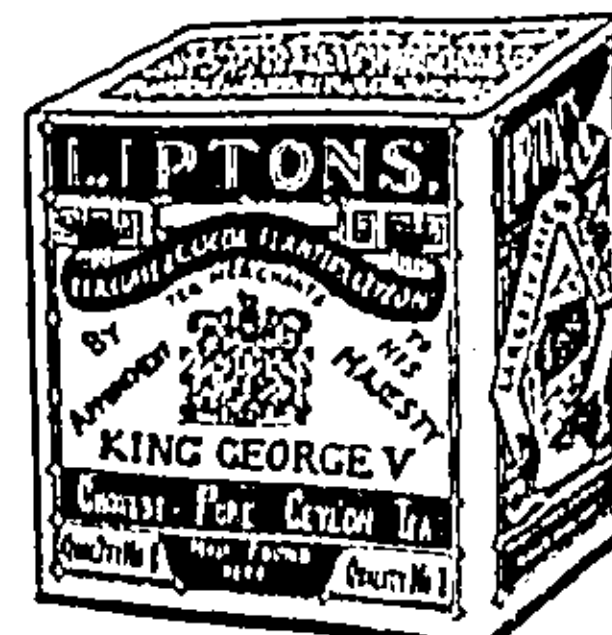
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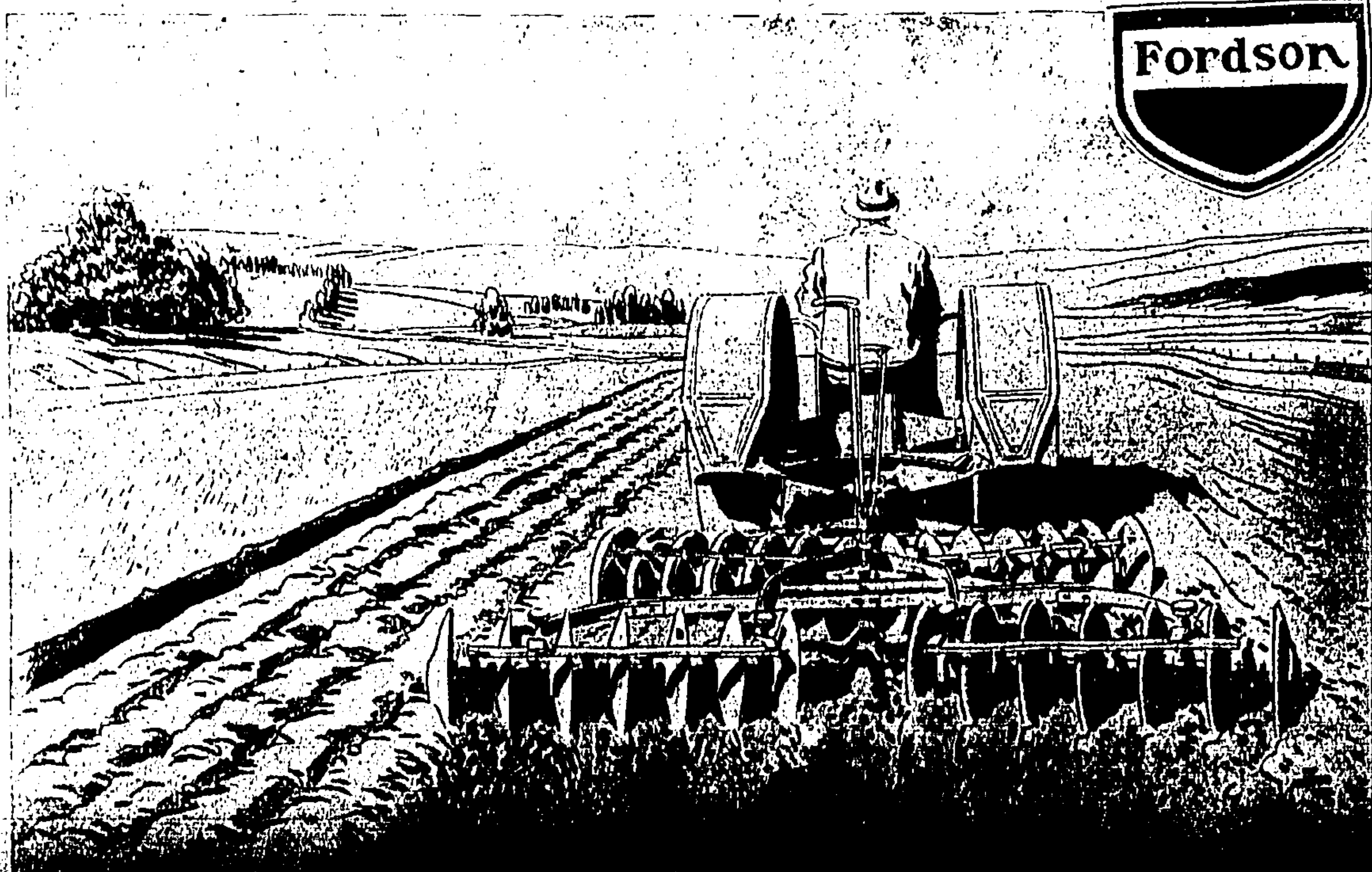
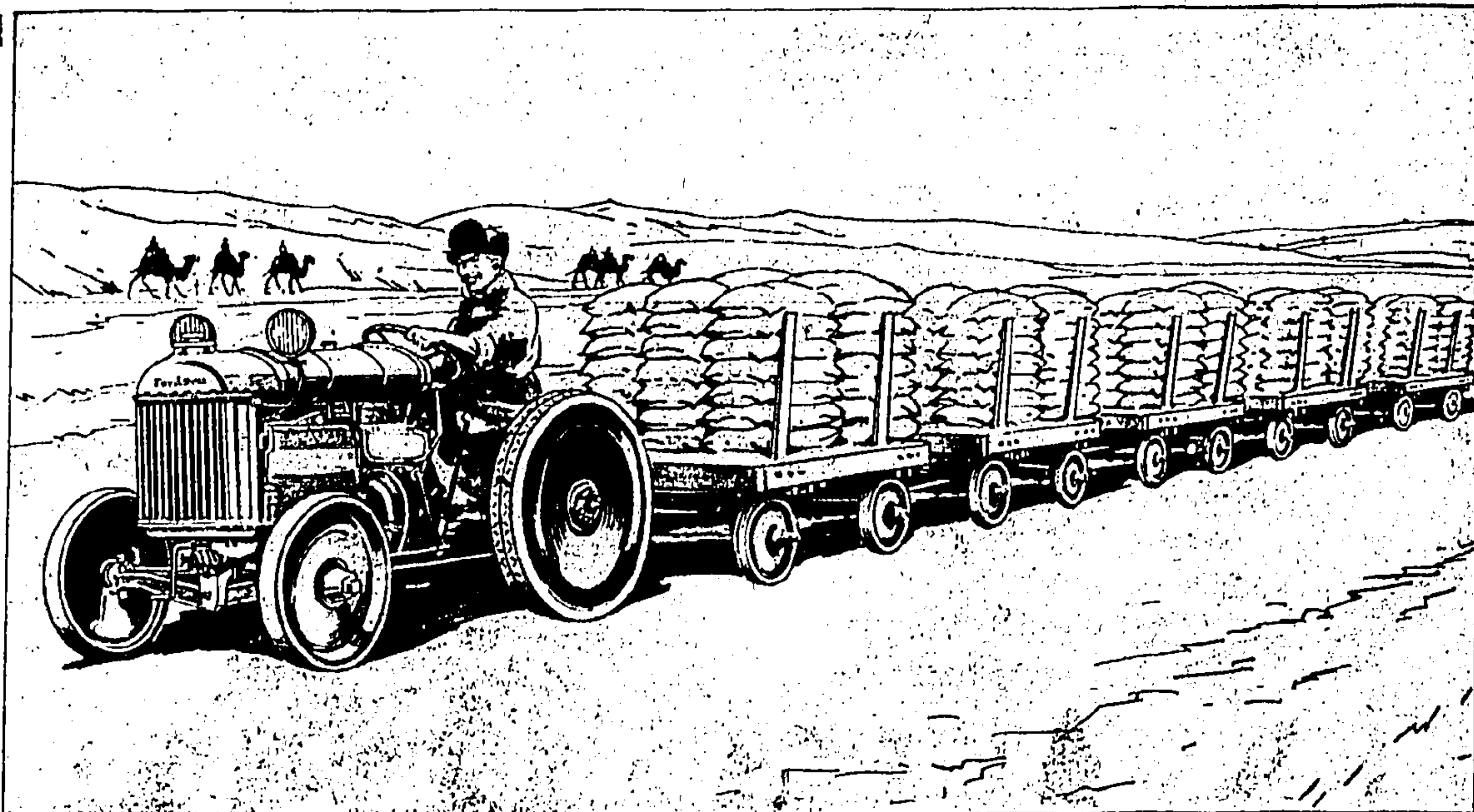
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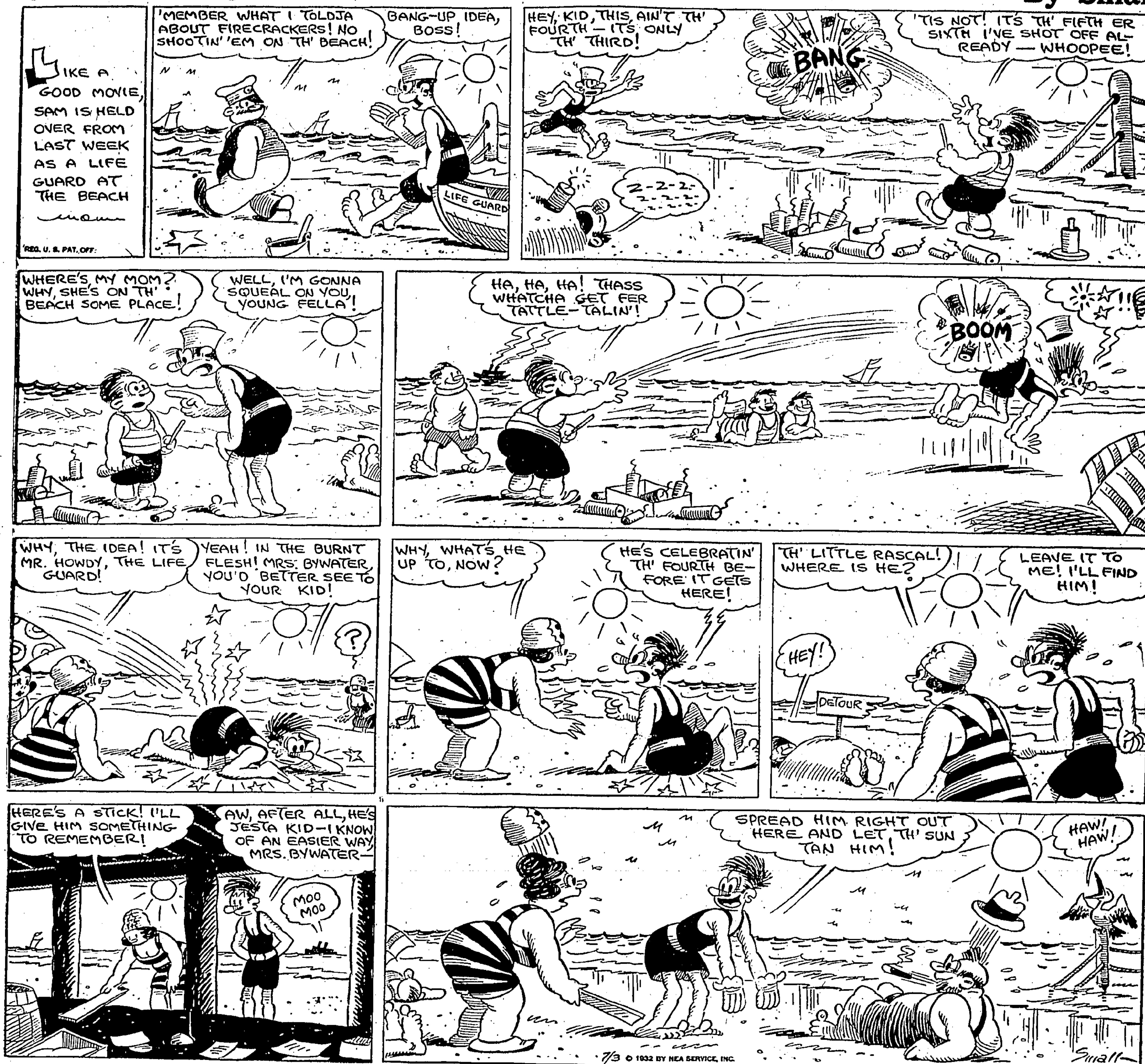
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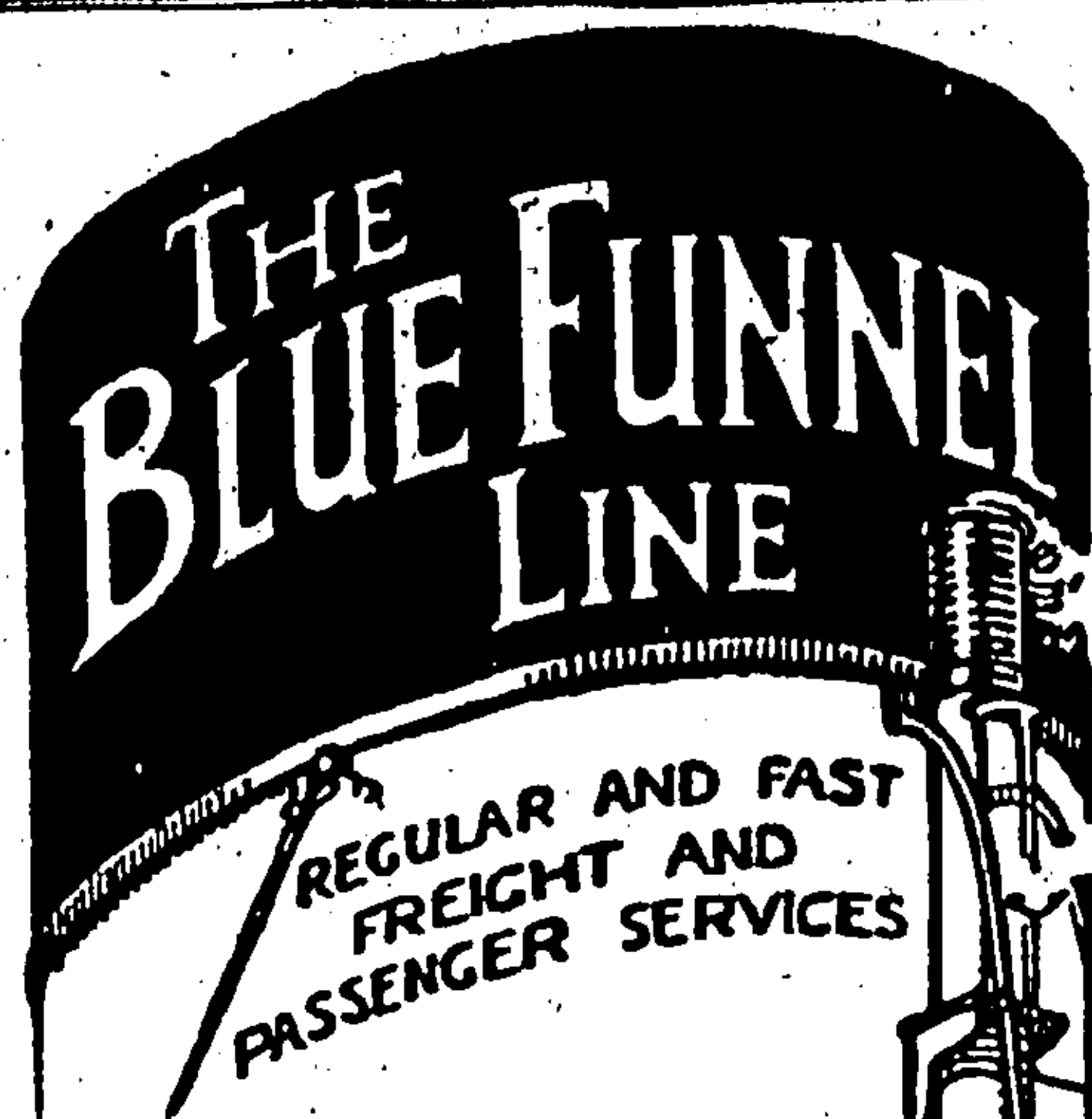
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JAPANESE SENT FOR TRIAL.

CHARGES OF FORGERY AND EMBEZZLEMENT

Masa Ito Tani, a Japanese employed as harbour runner by Messrs. Gande, Price and Co., Ltd., wine and spirits merchants, was committed yesterday by Mr. Wynne-Jones at the Central Magistrate on charges of falsification of accounts, embezzlement and forgery.

The accused is charged with making a false entry of \$1,278 in an account list of goods he sold, uttering forged impressions of chops purporting to belong to officials of the N.Y.K. and O.S.K., and with embezzling a sum of \$294.50 he collected on behalf of the Company.

Mr. S. C. Pang, Managing Director of Gande, Price, in cross-examination by Mr. Leo D'Almada, Jnr., on behalf of the accused, admitted that the accused had told him about the illness of his wife, but had not mentioned that she had to undergo a serious operation which had cost the accused a lot of money. On one occasion the accused did ask for a loan of \$70, and got it. The accused started on a salary of \$50, which was subsequently raised to \$75. He had brought an increase of business amounting to \$2,000 monthly through the connexions established with Japanese ships and firms.

Two years ago, the accused had been reprimanded for allowing the accounts to be too long outstanding, but the matter was afterwards satisfactorily settled.

Mr. Leo D'Almada reserved his defence for the Sessions.

MORE CHANGES

MUSOLINI DISMISSES FIVE AMBASSADORS

Rome, Aug. 12.
Following closely on the sudden changes in the cabinet a fortnight ago, Signor Mussolini sprang another surprise to-day when he announced the dismissal of five Italian Ambassadors. The officials concerned are those at Washington, Paris, Berlin, Brussels and Madrid. Signor Mussolini has made the following ap-

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17th Sept. Genoa, Barcelona, R'dam, H'burg.
24th Sept. Genoa, Lisbon, Rotterdam, Hamburg.
28th Sept. Genoa, B'ona, B'lona, L'bon, R'dam, H'burg B'men.

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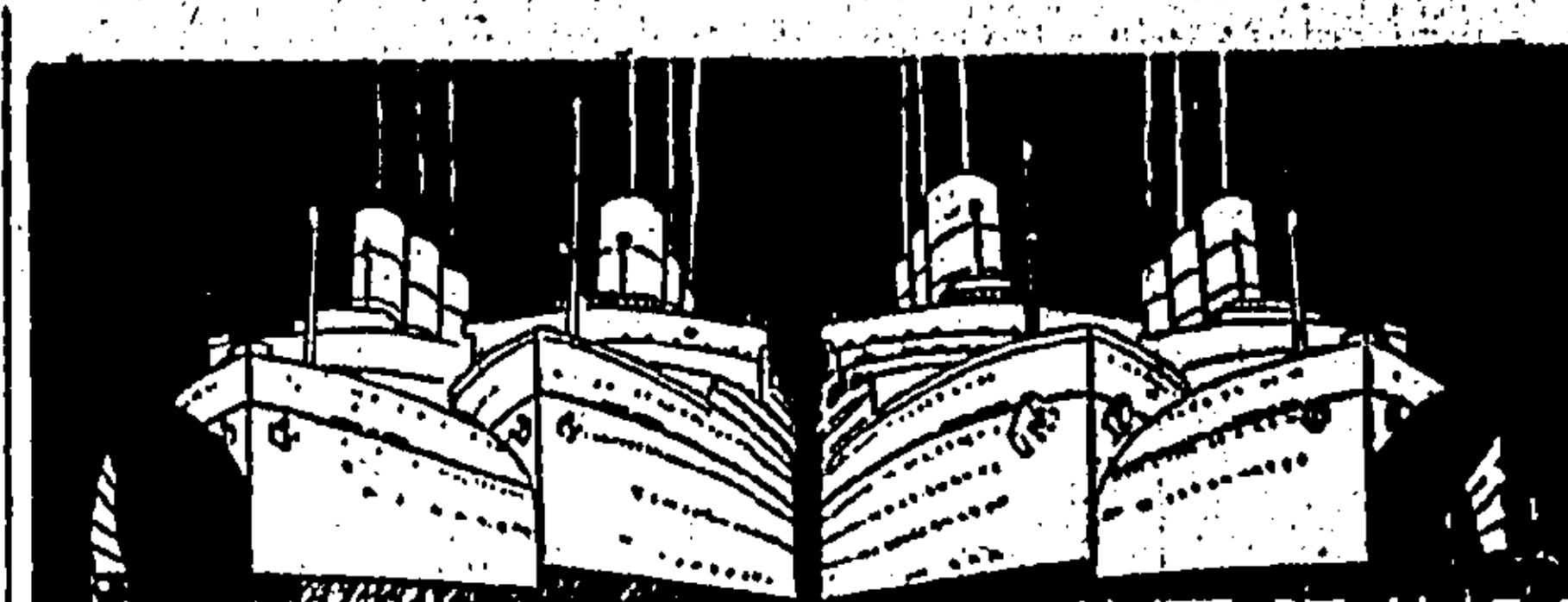
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Kashima Maru Saturday, 20th Aug.

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To MARSEILLES via Saigon, Singapore, Penang Colombo, Djibouti, (Aden) Suez, Port-Said.

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Athos II 30th Aug.

D'Aragnan 13th Sept.

A. Lebon 27th Sept.

Felix Roussel 11th Oct.

G. Metzinger 26th Oct.

Angkor 9th Nov.

* 23rd Nov.

Chenonceaux 7th Dec.

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pure silk Holeproof Hosiery
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SHEWAN TOMES & CO.

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Refrigerators, Cleaners & Floor-Polishers.

LEAP YEAR BRIDE

(Continued from Page 3.)

the department store with the box under her arm. Miss Lacey was in the French room, waiting on another customer. Cherry lingered until she had finished. Then she explained that she had changed her mind about the purchases.

Miss Lacey's trim dark brows lifted slightly. If Cherry had not been so preoccupied she would certainly have become uncomfortable under that gaze.

"You mean they're unsatisfactory?" the saleswoman asked.

"No, I—I've decided I don't want them. It's all right, isn't it? They haven't been touched."

Miss Lacey opened the box and shook out the dresses. Regrettably she admitted that it would be all right. Was there anything else she could show Mrs. Phillips? Something she'd like in exchange?

Cherry said no, there was nothing else. And now that the things had been returned there wouldn't be any bill would there?

Miss Lacey wrote something on a slip of paper. "Just present this at the credit desk," she told Cherry. "They'll give you a receipt."

With the carboned receipt showing that merchandise worth \$93.70 had been returned and credited to her account Cherry left the store. She discovered that the sun was shining and the faint breeze held the fragrance of spring. Surely the sky had never seemed bluer. A group of girls passed her, laughing. Cherry paused before a florist's window and gazed in admiration at huge baskets of blue and white hyacinths. She could almost breathe their sweetness.

Spring! Of course it was spring, the season when all the world took on freshness and new life. This was a sunny day in mid-April and Cherry was a bride with the finest, dearest young husband in the world. She had just corrected a mistake that for a short time had threatened their happiness. Everything was all right now. She would not even have to tell Dan about the charge account since the bill had been removed.

At a drug store counter she lunched on a sandwich and malted milk then hurried back to the hotel. It had been agreed between them that Dan was not to telephone her at noon because Cherry expected to spend the day hunting for an apartment.

She did not go out, however, because she was anxious to be on hand when the trunk was delivered. Cherry would take no chance with that trunk. It came about 4 o'clock. By the time Dan arrived she had unpacked everything and was waiting, fresh and radiant in a deep green frock with touches of daffodil yellow that he said made her exactly like the flower.

"Only lovelier," he told her. "Lovelier because—well, you're you!"

She laughed at him from beneath demure lashes. She said that he was ridiculous and how she loved him for it!

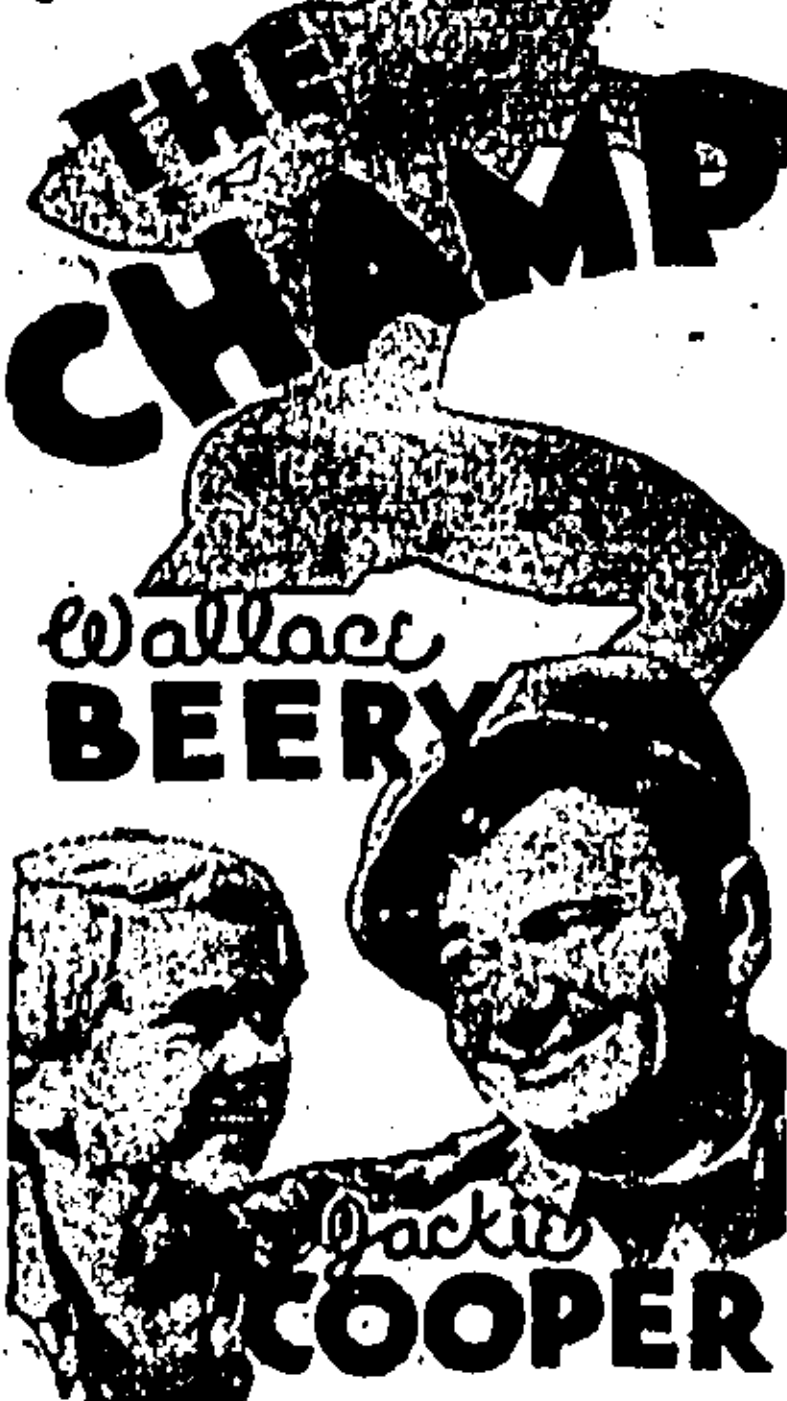
They had dinner again at Schroeder's, exchanging news of the day over the appetizing hot food. Their plates were taken away to be replaced by dessert. Abruptly Dan looked up.

It was one of those moments that seem utterly casual when, looking backward, events reshaping entire lives may be seen to have their beginning.

Dan said, "Guess I forgot to tell you. Max Pearson's coming back to-morrow."

(To be continued.)

To-day at
the
QUEEN'S



AND
THE FIRST OF
M-G-M'S
VOICE GUESSING
\$500.—COMPETITION.



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31B, Wyndham Street

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS.

From LEITH, MIDDLESBRO',
ANTWERP, LONDON
and STRAITS.

The Steamship,

"DENALDER"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th August, 1932, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 1st September, 1932, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th August, 1932, at 10 a.m., by Messrs. Goddard and Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Hongkong, 11th August, 1932.

HOLLAND-OOST AZIE LIJN.
(HOLLAND-EAST ASIA LINE.)

From ANTWERP, BREMEN,
ROTTERDAM, AMSTERDAM,
HAMBURG, GENOA, and
OTHER PORTS.

The Steamship,

"ARENDSEKERK"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 15th August, 1932, 4 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th August, 1932, at 10 a.m., by Messrs. Goddard and Douglas Hongkong. (Consignees are requested to apply for a Revenue Officer's attendance when damaged dutiable cargo is being examined).

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

Hongkong, 9th August, 1932.

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AND ELECTRICAL ENGINEERS.



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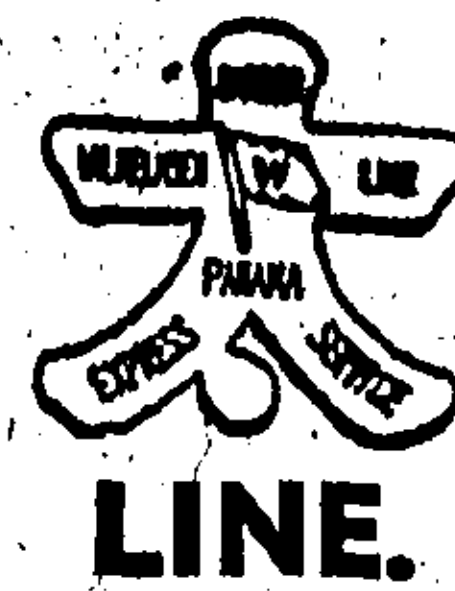
In No. 1 Dock. Ship Dimensions:—668'0" O; A. X 88'0" X 48'0" Mid.
26,000 tons Gross.

The dimensions of No. 1 Dock are 700'0" X 88'0" X 80'0" Over sill, H.W. O.S.T.
Salvage Tug "Henry Kenwick" 2,000 I.H.P. Wireless Call Signal V.P.B.T. and
Flag Call Signal, T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used:
A1, A.B.C. Fifth Edition: Engineering, First and Second Edition. Western
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	Time in Transit.	Fares.
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Taking Cargo on through Bills of Lading for Straits, Java
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Queensland Ports, Red Sea Egypt, Constantinople, Greece,
Levantine Ports, Europe Etc.

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ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
RAWALPINDI	17,000	13 Aug. noon.	Bombay, M'les & L'don
*KIDDERPORE	5,300	24th Aug.	Straits, Colombo & B'tay
BANPURA	17,000	27th Aug.	Marseilles & London
*BURDWAN	6,500	3rd Sept.	B'tay, M'les, L'don, Havre, H'burg, Rotterdam A'werp & Hull
MALWA	11,000	10th Sept.	Bombay, M'les & L'don
RANCHI	17,000	24th Sept.	Marseilles & London
CARTHAGE	14,000	8th Oct.	B'tay, M'les & L'don
*SOMALI	6,800	15th Oct.	M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull

*Cargo only. †Calls Casa Blanca.

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BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	16th Aug.	S'pore, Penang & Calcutta
SANTHIA	8,000	5th Sept.	S'pore, Penang & Calcutta
TAKADA	7,000	17th Sept.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st
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TANDA	7,000	2nd Sept.	Manila, Rabaul,
NANKIN	7,000	1st Oct.	Brisbane, Sydney
NELLORE	7,000	2nd Nov.	and Melbourne.

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Hong-Kong to Sydney—19 days.

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The Union S.S. Co.'s Steamers to the United Kingdom via N.

Zealand, Vancouver, San Francisco, etc.,

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and
London via Panama Canal.

SAILING TO SHANGHAI & JAPAN.

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

NOVARA	7,000	18th Aug.	S'hai, Moji, Kobe & Yokohama
TAKADA	7,000	25th Aug.	Amoy, S'hai, Moji, Kobe & Osaka
RANCHI	17,000	25th Aug.	S'hai, Kobe & Yokohama
SOMALI	6,800	6th Sept.	S'hai, Kobe & Yokohama
SIDHANA	8,000	8th Sept.	Amoy, Moji, Kobe & Yokohama
CARTHAGE	14,000	8th Sept.	S'hai, Kobe & Yokohama
NALDERA	16,000	22nd Sept.	S'hai, Moji, Kobe & Yokohama

*Cargo only.

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Parcels—Measuring not more than 5 c.ft. will be

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STEWARDESS CARRIED.

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Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 876 RETURN

" " " LONDON (via Australia) from £136/18/6

(Australian Newspapers on file).

STEAMER	Due H'Kong	Leaves H'Kong	Leaves Manila	Due Sydney
CHANGTE	In Port	Aug. 23rd	Aug. 26th	Sept. 11th
TAIPING	Sept. 13th	Sept. 20th	Sept. 23rd	Oct. 9th
CHANGTE	Oct. 13th	Oct. 21st	Oct. 24th	Nov. 6th
TAIPING	Nov. 11th	Nov. 18th	Nov. 21st	Dec. 7th

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SHOWING TO-DAY

At 2.30, 5.00, 7.20 & 9.40.

(PLEASE NOTE THE CHANGE OF TIME OWING TO THE LENGTH OF THE PICTURE).

A MASTER PICTURE MADE BY MASTER-CRAFTSMEN, ENACTED BY A MASTER CAST, FILMED ON A MASTER-SET BY MASTER-PHOTOGRAPHY. REALISM THAT THRILLS... BRAVERY THAT STIRS. BEAUTY THAT AWAKENS. IT'S AN AIR EPIC OF THE WAR "ACES," WITH REMARKABLE SOUND SYNCHRONIZATION & SPLENDID MUSICAL ACCOMPANIMENT.

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OLYMPIC GAMES POSITION

BRITISH SEVENTH ON LIST

("Telegraph" Special).

Los Angeles, Aug. 12. The first eight on the unofficial score-card, covering all the various Olympic activities to date, are as follows:

United States	610½
Italy	218
France	174
Finland	158½
Sweden	141
Germany	113½
Britain	107
Japan	94

India appears in the list for the first time as a result of her brilliant hockey victory. She is twentieth on the list with ten points.—Reuter.

BRITISH PRINCES IN VENICE

HEARTILY CHEERED BY CROWDS

London, Aug. 12. The Prince of Wales and Prince George reached Venice this afternoon and found a great crowd awaiting them at Santa Lucia station. They were heartily cheered as they left for their hotel.

The Imperial Airways seaplane "Solty" will carry them to-morrow to Corfu, where they will join the Mediterranean Fleet. The programme of the Fleet's manoeuvres makes it impossible for the Princes to attend all the social functions given in their honour at Corfu, but they will land and attend a reception on Sunday. The island is gaily decorated with the Greek and British flags.—British Wireless.

AIR TO AUSTRALIA

IMPERIAL AIRWAYS WILL EXTEND SERVICE

Melbourne, Aug. 12. Another proposal for an air service between Australia and England has just been revealed. Imperial Airways Limited has

NEW YORK'S GRAFT SCANDAL

(Continued from Page 1).

under the Constitution and the laws, is empowered to act.

NEITHER FRANK NOR TRUTHFUL

"From the record submitted, and after a hearing, you can determine whether the public interests and the maintenance of decent standards among public officials require that the Hon. James J. Walker should be removed from the office of Mayor of the city, and can take such action as may be just to Mayor Walker and the people of the city."

Judge Seabury finds that Mayor Walker's testimony before the legislative committee "was neither frank nor truthful," and that his purpose "in being evasive and untruthful was to hinder and obstruct" the prosecution of the investigation "and to prevent an effective investigation of his activities as Mayor and a complete disclosure of his conduct in office."

SILVER SLUMP OCCURS

AMERICAN DEMAND SLACKENS

Following the previous day's sensational rise, silver slumped both in London and New York yesterday.

The decline in London was 7/16ths. China and speculators sold, and at the decline speculators bought, the market closing steady. After the official fixing, American demand slackened, and the market became very uncertain.

New York reports a decline of a cent and a quarter, with the market weak. The cross-rate has dropped to 3.47.

Locally, the dollar is unchanged. The market is quiet, with very little inclination to do business in the uncertain conditions prevailing.

offered to extend its India air-mail service to Singapore, providing Australia will undertake to complete the service to Australia. A report on the matter is to be forwarded to Cabinet by the Anglo-Australian Air Mail Departmental committee.—Reuter.

GIANTS DOUBLE-PLAY ACHIEVEMENT

Are Still Pipped by the Dodgers

New York, Aug. 12. Some of the most brilliant defensive baseball of the season was witnessed when the Giants lost by the only run scored, to Brooklyn, to-day. New York fielded wonderfully, completing six double plays. Clark pitched perfectly for Brooklyn and blanked the Giants, allowing only four hits.

Chuck Klein increased his lead over Babe Ruth in the home run struggle, hitting twice into the bleachers to-day. Virgil Davis and Lee of the Phillies also hit for the circuit.

In the American League, the cellar-warmer defeated the Athletics, Jolley rapping out the winning run.

NATIONAL LEAGUE.

New York	0	4	1
Brooklyn	1	12	1
Philadelphia	8	14	0
Boston	1	6	0

AMERICAN LEAGUE.

Boston	2	6	2
Philadelphia	1	5	1
Cleveland	3	7	0
Detroit	1	6	2

—Reuter.

RADIO WIN

CRICKET CLUB LOSE IN TENNIS LEAGUE

Playing on the Hongkong Cricket Club courts yesterday, the Radio Sports Club defeated the home team by 6 sets to 3 in a "C" Division tennis league match. Scores:—

J. G. Haig and A. R. Jackson (H.K.C.C.) lost to G. M. Khan and W. Wu 3-6; beat A. E. Jeffries & E. Davies 6-4; lost to W. J. Chanson and Y. Y. Lam 3-6.

G. S. Gamble and C. F. Horridge (H.K.C.C.) lost to Khan and Wu 4-6; beat Jeffries and Davies 6-3; beat Chanson and Lam 6-3.

L. C. Finch and A. W. Torrible (H.K.C.C.) lost to Khan and Wu 2-6; lost to Jeffries and Davies 3-6; lost to Chanson and Lam 3-6.

QUEEN'S THEATRE

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BEERY
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THE FIRST SERIES OF THE
Metro-Goldwyn-Mayer—"Flit"
\$500—Voice Guessing Contest

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"The LIFE of the PARTY"

with WINNIE LIGHTNER

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"ATLANTIC"

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Spectacular!
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Melodious!



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in
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Recklessly she loved
and dearly she paid—
but could she make
men repay her for
the heartaches and
tears, the loss of a
trust that went with
kisses?



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LAURA GUERITE
The Famous London Revue Star in Her
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AT 5.10, 7.15 & 9.30 P.M. ONLY

TO-MORROW



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with RICHARD ARLEN
PEGGY SHANNON

TO-MORROW

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WARREN HYMER
in
"GOLDIE"
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JEAN HARLOW
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